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Sedan (4 Door) \$81,250
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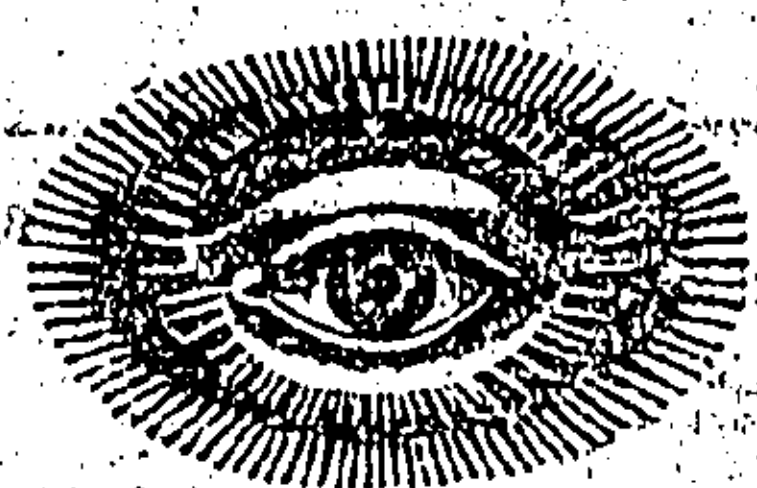
The China Mail

ESTABLISHED 1845

No. 25,578

HONG KONG, SATURDAY, JUNE 4, 1927.

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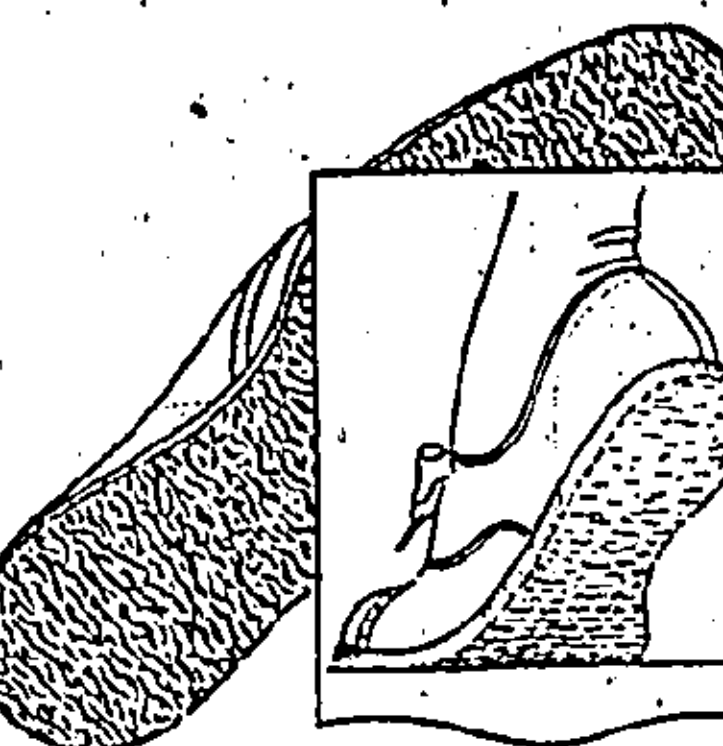
A Light V light but hard wearing sock for summer use. Reinforced in every wearing part. White or light fawn.

STANDARD VALUE 85 Cts. pair



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Ground Floor,
Opposite Ferry Wharf,
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DASH TO PEKING.

FOUR GENERALS IN A RACE.

A STOLEN MARCH.

NORTH CHINA DRAMA DEVELOPS.

Four generals are now racing to Peking, much as did contenders for the Imperial throne in olden days.

MODEL TUCHUN.

Shensi Province Abandons Neutrality.

One at least has stolen a march on both General Chiang Kai-shek and the Hankow Party. This is General Yen Hsi-shan, known as the model tuchun of Shensi province, who has maintained a strict neutrality ever since the 1911 Revolution. The apollia have probably been too great a temptation for his caution.

Till yesterday the news was that the Nanking and Hankow armies were at the base of a triangle, racing each other up the two sides towards the apex which was Peking.

Broken Triangle. The triangular formation has been broken by the advent of the Christian general whose vanguards are reported to have crossed the Yellow River at Chih-shui, in a bee line for the Northern capital. The surprise is that although he is so close to General Tang Seng-chi (commanding the Hankow troops) he is not co-operating with the Hankow general. He is surmised to be in agreement with General Chiang Kai-shek but Japanese observers (says the "Kung Sheung Yat Po")



General Chiang Kai-shek, one of the four contenders for Peking.

predict that the Christian general will be the first to reach Peking. Count has, apparently, been lost of General Yen Hsi-shan whose army is moving eastwards along the railway from Taiyuanfu to Chengting, which is only 175 miles from Peking, whereas the other three competitors are about 600 miles away.

Making Up Leeway. To make up for the leeway, Nanking is said to be negotiating with General Chang Tsung-chang to give up the railway between Tientsin and Peking, so as to pave the way for Chiang Kai-shek to begin a clean sweep.

At any rate, the capture of the strategic base of Hsuehchow city (by the Nanking army) is not disputed. With Tang Seng-chi at Chengchow and the Christian general astride the Yellow River, all three of the greater armies have entered on the last stage.

Sharing The Spoils? On the Honan front, the Peking troops are stated to be retreating across the Yellow River (their last natural bulwark) in four directions. If Peking is not to put up resistance, the race is anybody's, but General Chiang Kai-shek is not in the favourable position he held a few months ago.

Another report to hand also indicates an understanding between Chiang Kai-shek and the Christian general whereby the former is to hold the half of China south of the Yangtse and the latter to rule north of the Yellow River. The conclusion from this is that the sponsors of the project intended General Tang Seng-chi to accept that fairly extensive strip in the centre, between the Yangtse and the Yellow River, as the result of which he would have to act as a buffer state between the Nanking Party and the Christian general.

FRENCH CITIZENS.

Measure to Provide For Relief.

Paris, June 3. The Chamber of Deputies Finance Committee adopted a Bill for

a two millions credit for evacuating and helping French citizens in connection with China events. —Havas.

JAPANESE MISSION.

Return After Investigation of Yangtze.

Shanghai, May 28. Mr. S. Yada, the local Japanese Consul-General; three, Foreign Office investigators; and Mr. T. Funatsu, Director of the Japanese Cotton Mill Owners' Association in China, who recently left here for Hankow to inspect the conditions there after stopping off at Nanking en route, returned here yesterday aboard the destroyer Momo. The party of the Foreign Office officials are now putting up at the Astor House Hotel. It is said that they will leave here for home on the 31st on board the "Shanghai Maru."

In reply to the protest filed by the local Japanese Consulate with Marshal Sun Chuan-fang against the firing upon the Japanese destroyer Momo on the 18th instant, on which Mr. Yada and the Foreign Office investigators were proceeding to Hankow, Marshal Sun, on May 25, addressed a telegram of apology to Mr. Yada from Tsingkiangpu, expressing great regret at the incident. The telegram reads:—"I at once inquired into the affair as soon as I received your telegram, and, as a result, it was found that, it being a dark night at that time, the soldiers fired upon your vessel, mistaking her for an enemy ship. Such being the case, I hope you will take the matter into consideration."

EARLIER MESSAGES.

Powers' Notes To The Warring Factions.

Shanghai, June 3. The Diplomatic Body in Peking have decided to present Notes simultaneously to Chiang Kai-shek, Feng Yu-hsiang, Tang Seng-chi, Yan Shih-shan and Chang Tso-lin requesting them to adopt measures to protect foreign lives and property and also to create an area as neutral zone for Peking and Tientsin.

Feng Yu-hsiang's troops have advanced to some 100 miles west of Sinhsien, at the junction of the Kin-Han and Taokow-Chinghua railways, which General Chang Hsueh-liang's troops defended.

British Troops. Shanghai, June 2. General Duncan left for Tientsin at 7 o'clock this evening on board the s.s. "Sarpedon."

London, June 2. In the House of Commons, in reply to questions Sir Laming Worthington-Evans stated that additional troops were being despatched to Peking for the sole object of strengthening the garrison in the Legation Quarter. —Reuter.

American Marines. Peking, June 2. It is understood that the Legation forces in Peking will be commanded by the American, Colonel Little.

With regard to the despatch of U.S. Marines from Shanghai to North China, Legation officials emphasise that they are being sent for the protection of American lives and property, and as a safeguard against the possibility of a repetition of the Hankow and Nanking incidents in North China. An assurance is given that these forces will be withdrawn as soon as it is demonstrated that their presence is not required. —Reuter.

Peking Legations. Paris, June 3. The "Echo de Paris" says that a few days ago Britain informed the French Foreign Office of the possibility of removing the Peking Legation to Tientsin.

ANOTHER RAID?

Canton Anti-Communist Project.

SEQUEL TO GOOD FRIDAY.

Plans to bring about a second wholesale raid on the Communists in Kwangtung province, and particularly in Canton city, are stated to have been revealed.

The source from which this news emanates is fairly reliable but it is only natural that there



General Yen Hsi-shan, of Shensi, who is only 175 miles from Peking.

should be no confirmation or denial. Accordingly, the report must be accepted at the moment with all reserve.

A fact which lends credence to the possibility of the statement being correct is that there is really no secret to hide. The project is to organise a mass demonstration in the shape of a procession. Danger of open

OUR \$50 PRIZE.

Reminder to Cross-Word Puzzle Competitors.

The fifth cross-word puzzle of the "China Mail's" new series appears to-day for the last time, and competitors are reminded that their entries must reach the "China Mail" Office, No. 5 Wyndham Street, not later than noon on Monday next. The sixth puzzle of the new series will be published on Monday.

rupture lies in the alleged desire of one or two bodies to couple force with the move.

Early Action Favoured. Even the Canton authorities will hardly dispute that those whom they describe as reactionaries are still present in different parts of the province and even in the capital. "Reactionaries" would, of course, include Communists, extremists, agitators, labour mischief-makers, political opponents, etc.

The date has not been fixed but the sponsors are quoted as favour-



Feng Yu-hsiang (the "Christian general") considered by Japanese as best placed in the race for Peking.

ing early action on a scale that will definitely eradicate all opposition to the Canton Government and the supreme councils at Nanking. (In view of the street fighting on Good Friday, those likely to be concerned are very uneasy states the report.)

YACHTS UNDER FIRE.

Peppered By Nationalist Soldiers.

U. S. NAVY PROVIDES ESCORT.

Shanghai, May 30.

The Shanghai Yacht Club yesterday fully maintained its reputation for providing excitement for its members, and they had the unusual experience of sailing two races under fire. And they finished the races, too, the Alchemist, at the tiller of the Sprite, with a full passenger list, being the only one to give up, and he absolutely had to, for a regular barrage was put down in front of him, evidently as the penalty for not getting smartly off the mark and being left in the rear.

The club did not challenge fate, for, being practically compelled to arrange an up-river race—or nothing—owing to the state of the tides, the Commodore went the length of announcing this proposal to the Chinese authorities and sent deputies to interview both the Admiral and General understood to be in command of prospective firing parties. From both came an assurance that no foreign sailing boats need fear anything as they would not be challenged or molested, but they insisted that all house-boats or motor launches must halt at the upper Customs Jetty for examination, and the Commodore personally saw all those in charge of such craft and gave them explicit orders to do as the Chinese authorities asked.

Ladies Undisturbed. At 10 a.m. the racing fleet started on their way, six boats in the miscellaneous class preceding five of the Byrnes boats by 10 minutes, and there being no house-boats or motor boats with them. Nothing happened until the leading boats were off the area between the Hangchow Railway Station and the Lunghua Pagoda, which previous reports had given as the danger zone. Then rifle shots came over the boats, practically every eye in the fleet being made a mark as it passed, but fortunately the marksmanship was distinctly bad and neither boats nor men were hit. There were ladies on some of the boats, but they were a little worried as the men, though some of the launches tearfully proclaimed, "No can!"

Amongst the boats in the rear was the Sprite and, as stated, a regular barrage was put round her, so her skipper shot her into the Kiangnan Dock anchorage and her crew went ashore to endeavour to find out who was responsible for the shooting. They saw several soldiers lying behind sandbags, deliberately firing on all foreign boats, these men being edged on by one on the roof of a building near by, who shouted and waved to his men. Eventually, bullets began to spatter round the Sprite's observation post, so the yachtmen hastily vacated it. It should be mentioned that several of the yachts were flying the British Blue Ensign, so there was the less reason for any mistake about them.

Houseboats Fired On. Mr. C. L. Seitz, Vice-Commodore of the Club, following the racing fleet in his motor houseboat, saw the shooting and immediately put about and reported the affair to Commander Baker, on the U. S. S. Black Hawk, who at once promised to send a patrol boat to escort the yachts on the return journey. Whilst this was being negotiated, Col. M. H. Logan's beautiful new motor houseboat, the Olive, went by and was met by a regular salvo of rifle shots, one going through her awning spreader, but fortunately none of the several foreign ladies and gentlemen on her was hit. She also was flying the British flag.

At 3 p.m. the racing fleet started from Wangchiatso, about nine miles above Shanghai, on the return race. Off the cement works, they met an American naval launch, equipped with machine-guns, which cruised about the vicinity and it seemed there would not be a repetition of the incident. However, as the last three Byrnes boats passed the railway station, when the launch was some distance off, two shots were fired at two boats which were close together and then another at the boat ahead of them, again without any damage being done.

It is understood that another foreign houseboat also encountered such a hot fire that she was turned back. The yachtmen do not regard the incident as in any way a violation of the promises given to them, as it appears to have been done by a detached body of irresponsible men, who naturally are the more dangerous. They are especially grateful to Commander Baker for his courtesy in providing them with an escort. —North China Daily News.

VANDERBILT DIVORCE.

Paris, June 3. The Court has granted Mrs. W. K. Vanderbilt a decree of divorce. —Reuter. [Mrs. Vanderbilt was Miss Virginia Fairbank.]

SOVIET BREAK.

Russian Officials Leave London.

CROWDS AT THE STATION.

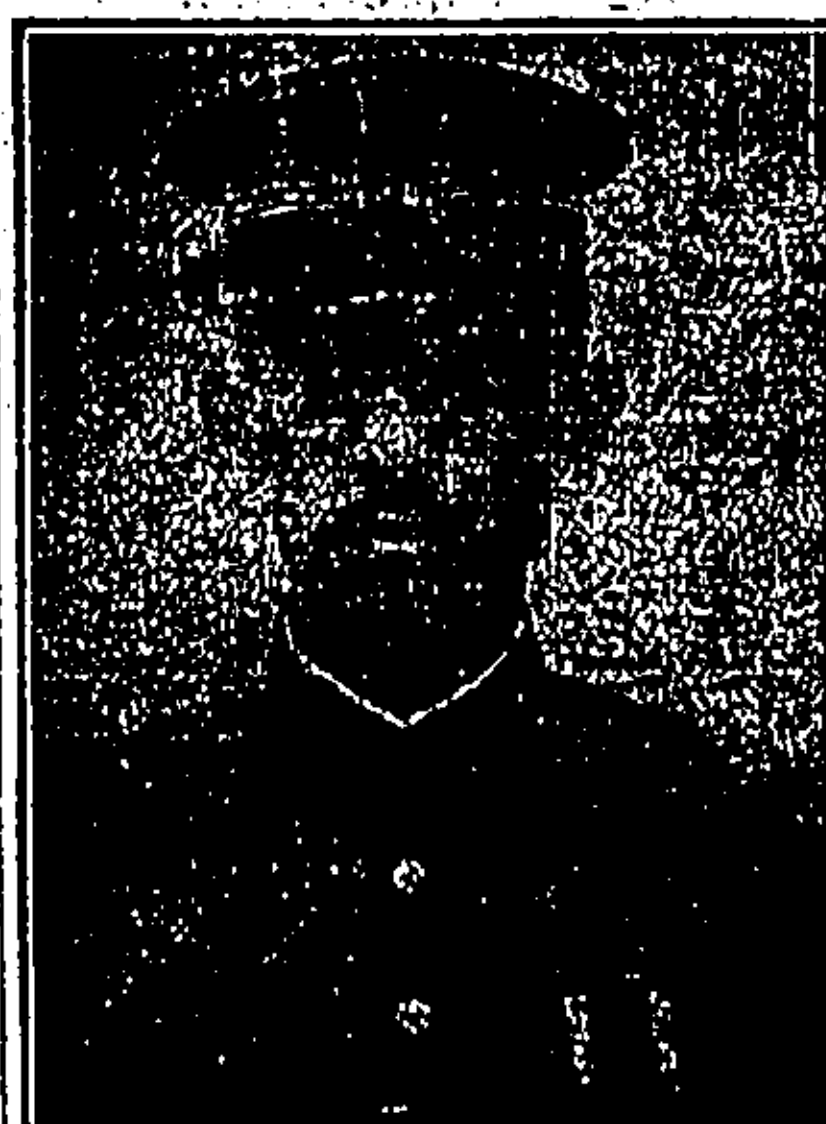
London, June 3.

M. Rosengolz, Soviet Charge d'Affaires in London, who left for Russia to-day, received from the Foreign Office yesterday a letter written at the request of the Canadian Government notifying Canada's decision to terminate the agreement of 1921, adding: "His Majesty's Government in Canada, nevertheless, is prepared to provide for the continuance of ordinary trade facilities between Canada and the Soviet Union."

Sir Austen Chamberlain, Foreign Secretary, also sent Rosengolz a list of Soviet citizens whose presence is considered undesirable, also a list of Russian employees of the Soviet Diplomatic Mission and Trade Delegation, applications from whom to remain for purposes of trade will be considered. —Reuter.

To Meet in Moscow.

London, June 3. Many passengers going to the Continent were prevented from boarding the train at Victoria Station owing to crowds bespattered with red poppies and miniature red flags saying farewell to M. Rosengolz and other Soviet officials leaving for home. Mr. Arthur Henderson headed a party of Labour leaders. The crowd cheered the appearance of M. Rosengolz and his wife. M. Rosengolz, as the train was moving out, responded to the throng



General Tang Seng-chi, who commands the Hankow Army, in the race for Peking.

clamouring on the platform with a wave of the hand, and "Good-bye. I hope to see you all in Moscow some time." —Reuter.

A Second Party.

Rugby, June 3. M. Rosengolz, the Soviet Charge d'Affaires, M. Khinchuk, head of the Soviet Trade Delegation, and a number of officials of the Soviet Embassy and Trade Delegation, left Victoria Station, London, to-day for Russia, travelling via Dover and Ostend. Other members of the Soviet staffs sailed for Russia in the Soviet steamer "Youshar" which left London docks this morning. —British Wireless Service.

British Mission Leaves.

Moscow, June 3. The British Mission has left for England. —Reuter.

SHOWERY?

WEEK-END WEATHER FORECAST.

TYPHOON MOVEMENTS.

S.W. or variable winds, light; fair to showery, is the forecast for the twenty-four hours ending at noon to-morrow.

The number 1 typhoon signal was lowered yesterday, the typhoon now having moved to 250 miles N.E. of Formosa, its direction being towards Japan.

The forthcoming marriages are announced: Mr. Alexander Jonathan, Lewis, clerk, Sanitary Department, No. 39, Causeway Bay Road, to Miss Nellie Bontrice Lee, No. 8, South View Building, Kowloon; Mr. Harold Gerald Goldard, master mariner, 22, "Yuen" Sang, to Miss Gertrude Mary Lazarus, stenographer, No. 1, Moreton Terrace, Causeway Bay.

THE BOYS' OUTFITTING DEPT.

AT POWELL'S

are showing
WHITE & KHAKI
DRILL SUITS
PALM BEACH
COATS
SUMMER HOSE
NEW TIES
AND
BELTS



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COOK BOY desires position in Hotel or Residence. Salary required \$20 per month. Apply, Box No. 492, c/o "China Mail."

TO LET.

ROOM TO LET.—In a Private Family, with or without Board. Can be Rented for a Short Time if wanted. Cameron Road, 2nd floor, No. 23A, Kowloon.

FOR SALE.

FOR SALE:—Chefoo Stamps. Unused. Set of six stamps:—2, 5, 10, 15, 20 and 25 cents.—Apply Box No. 490, c/o "China Mail."

FOR SALE:—One brass "Hung Ming" pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 5, Wyndham Street, Telephone Central 22.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVIVORS.

Public Auctions—

THE Undersigned have received instructions from Mr. J. Hennessey Seth, the Trustee of The Sang Loong Firm (in Bankruptcy) to sell by Public Auction on

WEDNESDAY, the 8th June, 1927, at 12 Noon at their Sales Room, Duddell Street. The Whole of the Assets of The Sang Loong Firm of Nos. 74 and 76, Wellington Street.

comprising:—
Stock in Trade, Book Debts, Furniture and Fittings and Good-will (in one lot).
Terms:—As Customer.
LAMMERT BROS., Auctioneers
Hong Kong, 4th June, 1927.

THE Undersigned have received instructions from B. Wylie Esq. to sell by Public Auction on

THURSDAY, the 9th June, 1927, commencing at 10.30 a.m. at No. 7, Torres Buildings, Kimberley Road, Kowloon

A Quantity of VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
Teak Hatstand, Chesterfield Couch and Chairs, Easy Chairs, Teak Bookcase, Carpets, Pictures, Ornaments, etc.
Large Teak Dining Table, Chairs, Teak Sideboards, Large Teak Flat Desk, Crockery, Glass Ware, etc., etc.
Bedsteads, Teak Wardrobes, Teak Dressing Table, Chest of Drawers, Washstands, etc., etc.

ALSO
A Few Pieces of BLACKWOOD FURNITURE AND
One Piano in Good Condition
Catalogues will be issued.
On View from Wednesday, the 8th June, 1927.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers
Hong Kong, 2nd June, 1927.

NOTICE.

IT IS HEREBY NOTIFIED that Mr. LAM WING YAN and Miss MYRA CHANSON have both RESIGNED from the undersigned Company as from May 26th, 1927. Their Power to sign for, and on behalf of the Company is therefore revoked as from the above mentioned date.

THE UNIVERSAL MOTOR & SUPPLY CO.
—61, Des Voeux Road.
Hong Kong, May 26th, 1927.

OLD CHINESE
ECZEMA REMEDY
For External Use Only
This is a very mild
remedy for Eczema, Itch, Pruritus,
Dandruff, and all skin
diseases. It soothes the
skin and keeps it cool.
Apply with a brush.
GEORGE Y. LEE
P.O. Box No. 1547, Hong Kong
No. 40, Queen's Rd. C.

NOTICES.

HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 4th June and MONDAY, 6th June, 1927, commencing at 2.45 p.m. on both days. The first bell will be rung at 2.15 p.m.

The charge for admission to the Public Enclosure will be \$1 per day for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each, per day up to THURSDAY, 2nd June, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Hong Kong, 28th May, 1927.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE FORTY-NINTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on TUESDAY, 7th June, 1927, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1926.

THE TRANSFER BOOKS of the Company will be CLOSED from 26th May to 7th June, 1927, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents.
Hong Kong, 16th May, 1927.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Hong Kong Hotel, Hong Kong on THURSDAY, 9th June, 1927, at 11 a.m. for the purpose of receiving the report of the directors together with Statement of Accounts for the year ended 30th April, 1927.

THE TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 4th June to FRIDAY, 10th June, 1927, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.
Hong Kong, 30th May, 1927.

BASEBALL.

At the Happy Valley Diamond SUNDAY, 5TH JUNE, ALL STAR FILIPINO TEAM v. ALL HONG KONG.

MONDAY, 6TH JUNE, ALL STAR FILIPINO TEAM v. U. S. S. HELENA.

Games start at 4.00 p.m. Admission to Stand, 50 Cents. Ladies by Courtesy.

THE NEW FRENCH REMEDY. **THE RAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3**

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EXPORT MERCHANTS with detailed particulars of the Goods shipped and the Colonial and Foreign Markets supplied.

One-inch BUSINESS CARDS of Firms dealing to extend their connections, or Trade Cards of DEALERS SEEKING AGENCIES can be printed at a cost of 21. 10s. 0d. for each trade heading under which they are inserted. Larger advertisements at £10. per page.

The directory is invaluable to everyone interested in overseas commerce, and a copy will be sent by parcel post for £2, net cash with order.

THE LONDON DIRECTORY CO., LTD., 25, Abchurch Lane, London, E.C. 4, England.

YOUR MISERIES?

EXTRACTS FROM AN OLD TIME BOOK.

I have just come across a book entitled "The Miseries of Human Life; or the Groans of Samuel Sensitive and Timothy Testy. In 12 dialogues" writes Mr. Elluned Lewis.

After reading through the 300 pages, I have decided that our modern miseries differ very little from those of a century ago, and that we have as much right to be wretched as our ancestors.

Here is one of the "groans" with which ladies of to-day will sympathize:

"As you are hastening down the Strand, encountering, at an archway, the head of the first of 12 or 14 horses who—you know—must successively strain up with an over-loaded coal-wagon, before you can hope to stir an inch—unless you prefer bedevilling your white stockings and clean shoes by scamping and crawling, among and under coaches, scavengers' carts, etc."

Comment is superfluous so I will but give a list of "miseries" drawn at random from these dismal pages:

Dismal Comment.
"Labouring in vain to do up a parcel with scanty, weak, bursting paper; and thin, short, rotten string."

"Being compelled by a deaf person, in a large and silent company, to repeat some very waddy remark 3 or 4 times at the highest pitch of your voice."

"Drinking weak, bad, cold, cloudy coffee with poor milk" and "Venturing upon a small egg with a large spoon."

"Toiling at a rotten cork with a broken screw, and so dragging it out piece-meal—except the fragments which drop into the bottle."

"Paying a long visit at the retired house of a well-meaning soul, whose only idea of entertaining you is that of never leaving you a moment to yourself."

"In reading a new and interesting book, being reduced to make a paper-knife of your finger."

"Writing a letter, with a very hard pen, on very thin and very greasy paper, with very pale ink."

Blunt Scissors.

"Haggling the nails of your right hand with a pair of blunt scissors held in the left."

"The two side-screws of your dressing-glass losing their power—so that, with all your twisting and twirling, you can never persuade it to stand upright, but as you sit before it, it will keep swinging and flapping upon your nose."

For myself, I confess to being most affected by this last "Misery."

In a chilly evening—just after you have carefully stirred a very ticklish fire, disposing of every coal in the most skilful and judicious of possible manners—seeing a bolterous blunderer rush to the chimney, seize up the poker, and at a single lunge, dash your structure into ruins."

PENNIES IN THE PLATE.

BISHOP REFUSES TO ACCEPT THEM.

"For nearly 13 years we have worked quietly, and now 5,000,000 people know that there is a Sanctuary," said Bishop James, speaking to his congregation at The Sanctuary, Basil Street, Sloane Street, S. W.


He referred to some of the letters he had received from his congregation, asking him "to be careful." "I shall give and mock in this pulpit," he said, "but I will not have any tittering or giggling."

Ten well-dressed women had, he said, put a penny into the collection at a mid-week lecture, and this was regarded as an insult to the Church, to himself, and the lecturer. In future he would not receive pennies; they were a nuisance; they were dirty and it took many of them to be of any use.

Any person offering a penny would have it handed back to him or her. The bishop read his statement of protest and warning in angry tones from a typed document. After his address the bishop preached a short sermon. At the end of the service he shook hands with all those present.

BAPTISTS' £300,000 SCHEME.

A scheme to raise £300,000 as the foundation of a superannuation fund for ministers and the widows of ministers was approved by the Assembly of the Baptist Union of Great Britain and Ireland at the City Temple. Immediately after the resolution was carried, the treasurer, Mr. H. Mannham, produced contribution lists showing that over £17,000 had already been promised to start the fund. Promises of further aid were made at the meeting. The secretary of the Baptist Union, the Rev. M. E. Aubrey, said the aim was to provide at the age of 65 of £55 a year for ministers and a pension of £35 a year for the widows of ministers. Later it was hoped that the allowance would be £80 for ministers and £40 for widows. During the autumn the campaign to obtain the £300,000 would be pressed forward, and it was hoped the scheme would be in operation next year.



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LADIES AND GENTLEMEN!

If you have not yet tried our

POLAR CAKES

DO SO AT ONCE

It will convince you of their high quality.

BE SURE TO GET

GENUINE POLAR CAKES

Which Are Obtainable

AT THE ICE CREAM KIOSK

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IT'S QUALITY THAT COUNTS!

GIRL IN BOY'S SUIT.

SEQUEL TO A MID-LENT ESCAPE.

It was Mid-Lent, and M. Gaston Heller was waiting near one of the entrances to the Metro for his friend Mlle. Duverger. But she did not keep the rendezvous, and Gaston, disconsolate and indifferent to the joyous revels in progress in the streets, sought the comforts of a bar in Montmartre. There he saw two very chic young men, one of whom gave such a start on perceiving the newcomer that he recognised his sweetheart, whose get-up as a boy was perfect. From the explanations made in the bar it appeared that Mademoiselle, while travelling by tube from her home to keep the appointment with Gaston, got into conversation with a very attractive boy named Morini. A great deal of latitude is permissible at Mid-Lent, and as it is a common practice in Paris and in the provinces as well for demurelles to dress themselves as youths on this occasion, Mlle. Duverger, listening to the suave voice of the stranger and forgetful of the waiting Gaston, accepted the former's offer of the loan of a nice suit of clothes. The couple then went to Montmartre.

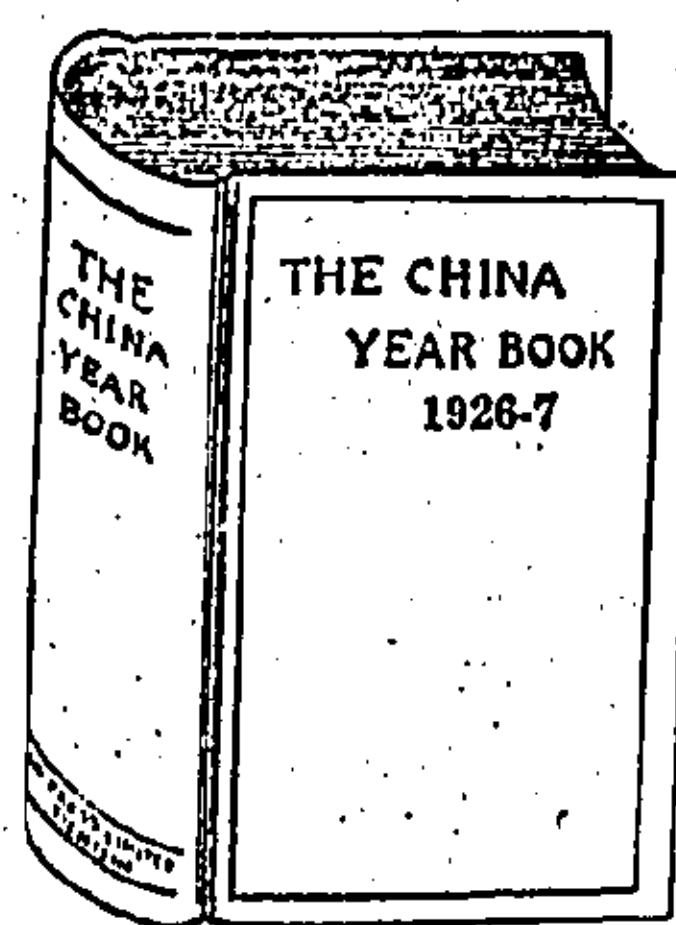
After a few drinks Gaston agreed to forgive the charming stranger who seemed to have plenty of money, and even promised to overlook his fiancée's part in the little episode. So arm in arm Gaston and Mademoiselle left the bar—and the stranger took a long last look at his beautiful suit of clothes being borne away on the swift form of the young lady. Later that night Morini was set on by three persons and robbed. Only one of the assailants, an Algerian, was caught, but the police decided that the two others must have been Heller and Mlle. Duverger, and arrested them. Morini, however, failed to identify any one of the defendants as the persons who had attacked him, so all three have now been discharged.

SUNRISE AND SUNSET IN HONG KONG FOR JUNE, 1927.

| Date | Sunrise | Sunset |
|--------|---------|--------|
| June 4 | 5.38 | 7.04 |
| 5 | 5.38 | 7.05 |
| 6 | 5.38 | 7.05 |
| 7 | 5.38 | 7.05 |
| 8 | 5.38 | 7.06 |
| 9 | 5.38 | 7.06 |
| 10 | 5.38 | 7.06 |
| 11 | 5.38 | 7.07 |
| 12 | 5.38 | 7.07 |
| 13 | 5.38 | 7.08 |
| 14 | 5.38 | 7.08 |
| 15 | 5.38 | 7.08 |
| 16 | 5.38 | 7.08 |
| 17 | 5.38 | 7.09 |
| 18 | 5.38 | 7.09 |
| 19 | 5.39 | 7.09 |
| 20 | 5.39 | 7.10 |
| 21 | 5.39 | 7.10 |
| 22 | 5.39 | 7.10 |
| 23 | 5.40 | 7.10 |
| 24 | 5.40 | 7.10 |
| 25 | 5.40 | 7.11 |
| 26 | 5.40 | 7.11 |
| 27 | 5.41 | 7.11 |
| 28 | 5.41 | 7.11 |
| 29 | 5.41 | 7.11 |
| 30 | 5.41 | 7.11 |

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NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

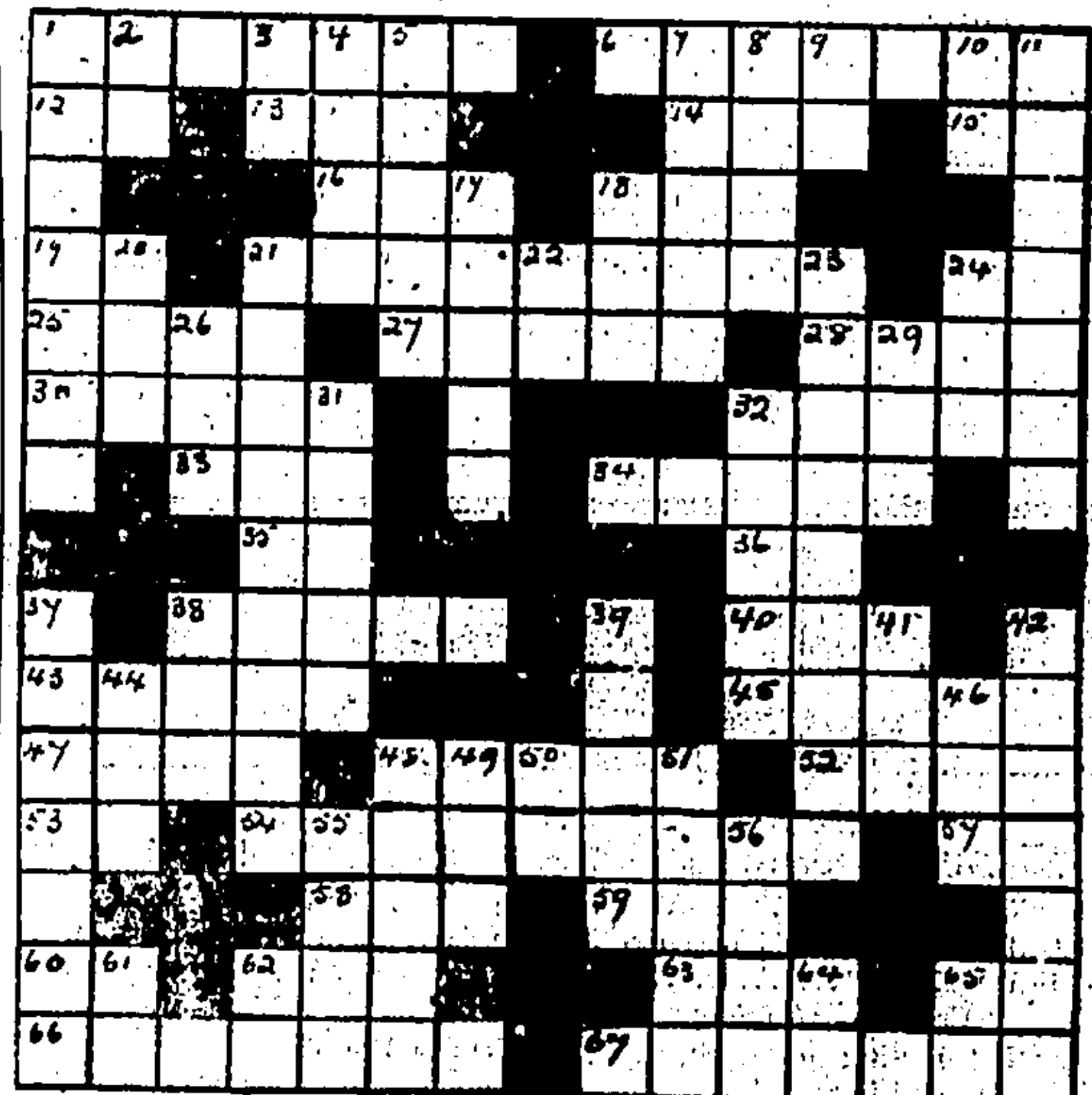
The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, etc. Our men are employed by the leading passenger lines. We guarantee satisfaction. Please phone or call: K.661—No. 2, Saigon Street, Yaumatei or C.2560—No. 38, Tung Man Street.

"CHINA MAIL" CROSS-WORD PUZZLE. [SECOND SERIES.]

NO. 5—\$50 MUST BE WON

FIRST READ THESE RULES CAREFULLY THROUGH.

- The PRIZES in this competition are AWARDED STRICTLY on MERIT.
- Each solution sent in must be made on the coupon cut from the "China Mail." Any number of solutions may be sent in.
- An entry fee of fifty cents must accompany each coupon. Three entries, however, may be sent in together for one dollar. Letters sent through the post must not contain coins as they will not be delivered by the Post Office.
- No entry will be considered under any circumstances whatsoever, unless entry money for each solution is enclosed.
- Entries must reach the office of the "China Mail" not later than the time and date for closing announced on the coupon.
- No responsibility is accepted for loss or delay in the post. All letters should be registered and/or sealed.
- The prize of \$50 must be won and will be awarded for an all correct or nearest correct solution. In the event of ties the \$50 will be divided. No competitor may win more than one share of the prize in each competition.
- The coupon must not be defaced in any way. All attempts must be in plain block letters and legible.
- The Editor's decision will be final and binding in all matters of dispute, and he reserves the right to enter into correspondence regarding the Competition.
- Solutions will be published with the results, in this paper, every Thursday following the Closing Date.
- Coupons will be kept for four days after the results of the competition have been published.
- All letters must be addressed, "China Mail" Cross-words, c/o "China Mail" Offices, No. 5, Wyndham Street, Hong Kong.
- No member of the staff of the "China Mail" will be allowed to compete.
- Solutions are held under sealed cover and in no way will be opened until the close of the competition.



To "China Mail" Cross-words," c/o "China Mail" Offices,

No. 5, Wyndham Street, Hong Kong.

DEAR SIR,

I agree to abide by your rules, and I enclose.....

for..... solution (s) which are attached.

Name.....

Address.....

[Please Write in Block Letters.]

CLOSING DATE FOR COUPONS, MONDAY, JUNE 6.

[Coupons received at the "China Mail" Office after mid-day on Monday will not be included in the competition.]

Across.

- Folded.
- Want of Rectitude.
- Sun God.
- N. H. N. (Actual).
- Girl's Name.
- "That Is" (Abbreviated).
- To Eject.
- Labour.
- N. P. (Actual).
- A Violent Storm.
- O. L. (Actual).
- River in England.
- Consumed.
- The Boss of a Shield.
- Frequent.
- To Spread Abroad.
- Prefix Expressing Priority.
- Thin Narrow Boards.
- T. A. (Actual).
- O. A. (Actual).
- Elvish.
- A Place of Shelter.
- A Bank or Causeway Along a River to Prevent Inundation.
- A Heap of Stones.
- Individuals.
- Long Narrow Sail Canoes.
- To Eject.
- Paid Publicity (Abbreviated).
- Steady Seriousness.
- Hebrew Delicacy.
- A Heavy Stick or Club.
- Period.
- Same as 57 Across.
- Small Island in a River or Lake.
- Sooner Than.
- Before Christ (Abbreviated).
- Applaud.
- To Weaken.

Down.

- Word Used Instead of a Noun or Name.
- Look; See; Behold.
- Indefinite Article.
- Personal Pronoun.
- To Serve to the Use or Benefit of.
- A Double Notching or Jaggin.
- River in England.
- V. A. (Actual).
- T. I. (Actual).
- Bright Golden Colour (Plural).
- Region.
- A Unit.
- Matter.
- Crucel.
- Impersonal Pronoun.
- An Easy Death.
- British Decoration (Abbreviated).
- To Slip.
- Abbreviation of "Mistress."
- To Desert.
- An Apathetic Person.
- Grown Turgid.
- Evening.
- Every Level; Flat.
- To Pinch.
- Short Dagger Worn in 14th Century.
- Finish.
- To Sorrow.
- Thin Sheet of Metal.
- To Soak Flax.
- O. B. (Actual).
- An Enticing or Alluring Woman.
- Death.
- A Small Lake Among the Mountains.
- Same as 2 Down.
- Same as 3 Down.
- E. E. (Actual).
- E. V. (Actual).

Competitors are reminded that the prize is to be awarded for the correct solution, or if nobody succeeds in getting the correct solution for the NEAREST correct solution. Therefore, even if you have not done the cross-word puzzle in full, send in what you have done—it may prove to be the nearest correct solution.

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From Hong Kong.
S.S. "VENEZIA" Sails on or about 9th June.
M.V. "ROMIGLO" Sails on or about 28th June.
M.V. "VIMINALE" Sails on or about 26th July.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
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* KOREA MARU (Calla Keelung) Tuesday, 28th June, at 10 a.m.
SHINYO MARU Tues., 12th July.
* Calls Los Angeles.
LONDON via Singapore, Suez, Marseilles & Ports.
HAKONE MARU Saturday, 4th June, at 11 a.m.
SUWA MARU Saturday, 18th June, at 11 a.m.
FUSHIMI MARU Saturday, 2nd July, at 11 a.m.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 22nd June, at 11 a.m.
AKI MARU Wednesday, 20th July, at 11 a.m.
BOMBAY via SINGAPORE & COLOMBO.
SADO MARU Saturday, 11th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
BOKUYO MARU Wednesday, 8th June, at Noon.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Saturday, 9th July.
NEW YORK and/or BOSTON via PANAMA.
ASUKA MARU Monday, 13th June.
TAKAOKA MARU Wednesday, 29th June.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU Thursday, 16th June.
CALCUTTA via SINGAPORE, PENANG & RANGOON.
TOKUSHIMA MARU Wednesday, 8th June.
NAGANO MARU (Omits Calcutta) Tuesday, 14th June.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 17th June.
SHANGHAI, KOBE & YOKOHAMA.
CHILI MARU Sunday, 5th June.
PENANG MARU (Moji direct) Monday, 13th June.
HAKUSAN MARU Monday, 13th June.
MATSUYE MARU Friday, 17th June.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange & 3 departments.)

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Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
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S.S. "YANGTSE" due to arrive from DUNKIRK, LONDON,
HAVRE about the 20th June.

SERVICES CONTRACTUELS (Mail Service)

| Steamers | Sailings from Marseilles | Arr. at Hong Kong & Sailings for Shanghai and Japan | Sailings from Hong Kong for Marseilles |
|------------|--------------------------|---|--|
| DARTAGNAN | A | 7th June | 21st June |
| ANGERS | B | 14th June | 28th June |
| PORTHOUS | A | 21st June | 5th July |
| SPILINK | A | 28th June | 12th July |
| PAUL LEMAT | A | 5th July | 19th July |
| AMAZONE | B | 12th July | 26th July |

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SHIPPING SECTION.**OVERLOADING.****SHIPMASTERS' SOCIETIES' VIEWS.****EMPHATIC STATEMENTS.**

The managing director of the Navigators and General Insurance Co., Ltd. (Captain William H. Coombs), in the course of an interview published in the "Daily Mail," is reported to have said:

Captains and officers of ships are frequently reporting to me in confidence that their vessels have been overloaded, and they bitterly resent the fact that they are not free to make an exposure because there are so many unemployed officers ready to take their jobs.

Such a sweeping statement prompted a representative of "The Journal of Commerce" to make inquiries into the matter. The result of his investigations goes far to show that the indictment of Captain Coombs is without foundation, and that the very few instances of overloading which do come to light, so far from being the general rule, are in the nature of very rare exceptions.

Officials of the Mercantile Marine Service Association and of the Imperial Merchant Service Guild—who are entitled to speak with as much authority as Captain Coombs, if not probably more—independently expressed themselves as emphatically of the opinion that such cases, when they do occur, are by insignificant shipowners of the unscrupulous type.

Like Criminal Cases.

"In the well-known concerns," said Mr. Thomas Scott, secretary of the M.M.S.A., "such a thing is never done. There are elsewhere isolated cases, just as there are criminal cases in many walks of life all over the country, but it does not follow because one man commits a murder that homicide is a general procedure."

"Arising out of the Eastway case, I see that the matter has already been touched upon in Parliament, and now that judgment has been delivered it may be possibly mentioned again in the House."

"In cases where shipmasters are induced, in the exceptions mentioned, to overload their ships I can well believe that they would be reluctant to say anything. If they had direct or implied instructions from the owners to overload they would take the risk, rather than lose their jobs. Of course the average master, even in taking such a chance, would have to be satisfied in his own mind that he had a good chance of taking his ship through safely."

Cases Very Rare.

To the suggestion that it is the duty and the endeavour of the Board of Trade surveyors to discover any breaches of the law in this respect, Mr. Scott said undoubtedly they do so to the best of their ability, "but I don't think it is right to assume for a moment that it is at all a common practice," said he. There is nothing in my experience to justify such a statement. "Where a case is reported to the surveyors I know from past experience the Board of Trade are very keen to make sure whether there is any risk."

"Whenever I have drawn their attention to cases they have dealt very promptly and very drastically with the delinquents. Of course, such cases are of vessels leaving home

ports, and they are extremely rare. The case of the Eastway was different inasmuch as it was a vessel loaded at a foreign port."

The Sailor Safeguard. Mr. G. B. Say, of the I.M.S.G. said, "Of course we know well enough that this sort of thing, of which Captain Coombs complains, has been going on with a certain unscrupulous kind of shipowner, but in the ordinary good class of company there is no question of such a practice being indulged in."

The difficulty, in the former case, is to get any absolutely authentic cases of the kind because, naturally, captains who were themselves afraid to say anything. In such instances they are given plainly to understand that they are to carry all the cargo the ship will stand up under and if they don't do it the owners will find somebody who will."

On the other hand it must be remembered that even if the master is in a reply by the President of the Board of Trade on November 16 last in the House of Commons to Mr. Bromley in regard to the Eastway. Sir P. Cunliffe Lister said, "I am aware that the 'Eastway' sank on October 22, that the loss of 23 lives, and that allegations have been made that the vessel was overloaded. A Board of Trade inquiry will be held, at which all the circumstances of the casualty will be investigated. The checks on overloading at foreign ports are that the load-line is marked on the ship's side and the loadline certificate is posted up on board; particulars of the loadline are entered in the agreements with the crew and in the official log; the draft of water and the freeboard have to be entered in the official log every time the ship leaves port; and a naval court can be summoned by a Consular officer if a complaint is made by any member of the ship's crew, which appears to require immediate investigation. It is not considered that these provisions can be usefully extended."

In the House of Commons. The whole position is not very clearly in a reply by the President of the Board of Trade on November 16 last in the House of Commons to Mr. Bromley in regard to the Eastway. Sir P. Cunliffe Lister said, "I am aware that the 'Eastway' sank on October 22, that the loss of 23 lives, and that allegations have been made that the vessel was overloaded. A Board of Trade inquiry will be held, at which all the circumstances of the casualty will be investigated. The checks on overloading at foreign ports are that the loadline is marked on the ship's side and the loadline certificate is posted up on board; particulars of the loadline are entered in the agreements with the crew and in the official log; the draft of water and the freeboard have to be entered in the official log every time the ship leaves port; and a naval court can be summoned by a Consular officer if a complaint is made by any member of the ship's crew, which appears to require immediate investigation. It is not considered that these provisions can be usefully extended."

Asked whether he had come across such cases Mr. Say said, "We have heard of cases where men have protested and had the matter investigated, and our opinion is that it is not nearly so easy a matter to overload a ship nowadays as it was formerly."

"Another safeguard is that by reason of the fact that an overloaded ship is unserviceable within the meaning of the Act, such a proceeding constitutes a criminal offence, and an ordinary decent shipowner is not going to take that risk. The few who do run the risk are men of the get-rich-quick type, who do not scruple to endanger the lives of their men, and the masters who assist are simply doing so out of a mistaken zeal for the interests of their employers."

CONSIGNEES' NOTICE.

Consignees of Cargo are reminded that all goods ex s.s. "Senorich" remaining undelivered after June 5, will be subject to rent.

PASSENGER LIST.**ARRIVAL.**

Passengers arrived at Hong Kong by the "St. Albans" on June 3 from Australia via Manila were:—Mr. D. McPherson, Mr. J. R. Middenway, Mr. A. Fisher, Miss M. Andrews, Miss M. Hackett, Miss A. B. Buse, Mr. and Mrs. A. Toy, Mr. S. K. Lew, Mr. Chan Wun, Mr. Y. F. Leung, Mr. Lee Chin.
Through passengers to Japan ports were:—Mr. H. L. Carnegie, Miss K. Carnegie, Miss C. Carnegie, Mr. N. Okada, Mr. P. Proctor, Mr. M. Kubo, Mr. T. Morishima, Mr. C. Shiba, Mr. K. Oki, Mr. M. Noguchi.

6,000 NAMES FOR SHIPS.

Several hundred letters containing 6,000 suggestions from "Daily Mail" readers were received at the Liverpool offices of the White Star line by the first post as a result of the interview with Mr. A. B. Cauty, a director and general manager of the line, stating that difficulty was being experienced in finding suitable names for their new ships and that they would be glad of help in the matter.

The custom of the company is to find names applicable to the countries to which the vessels will sail and alter the ending to "ic."

Scores of correspondents have submitted from 50 to 100 suggestions each. Here are some of the proposed names:—

Europic. Cosmic.
Wyomic. Chrichtonic.
Solentic. Solentic.
Economic. Euphonic.
Tonic. Euphonic.
Harmonic. Staric.

Lord Incheape's generous contribution of £5,000 to the endowment fund of the Company of Master Mariners is very welcome, and efforts tangible proof of that sympathy with the movement which he expressed at the first banquet of the Company, held on April 18. His example will no doubt be followed by others, and thus the Court of the Master Mariners should soon be in a position to carry out its aims of securing adequate status for, and otherwise advancing the nautical profession. According to present intentions, the number of members is to be limited to 500, and it is fairly obvious that the subscription income, after meeting necessary charges, would not go far in giving effect to the programme which has been decided upon, and hence the necessity for an endowment fund.

MOVEMENTS OF STEAMERS.

The E. & A. Co.'s s.s. "Tanda" left Moji for this port on May 27, a.m., and is due here on June 18, at about daylight.
The m.v. "Benares" (Swedish East Asiatic Co., Ltd.) left Antwerp on May 20, and is due here on or about June 28.

AMERICAN AUSTRALIA ORIENT LINE.

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BANK LINE LTD.**AGENTS FOR****ELLERMAN & BUCKNALL S.S.CO., LTD.****SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.**

UNITED KINGDOM & CONTINENT ELLERMAN LINE
S.S. "CITY OF PEKIN" Marseilles, Havre, London & Hamburg 5th June.
S.S. "CITY OF TOKIO" Havre, L'don, R'dam, H'burg 13th July.
S.S. "CITY OF GLASGOW" Havre, L'don, R'dam, H'burg 18th Aug.

AUSTRALIA AUSTRAL-INDIES LINE

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE...AMERICAN & MANCHURIAN LINE

S.S. "CITY OF KOBE" via Suez Canal 18th June.
S.S. "CITY OF CHESTER" via Suez Canal 17th July.
S.S. "CITY OF BEDFORD" via Suez Canal 14th Aug.

ALSO AGENTS FOR**ANDREW WEIR & CO.****SERVICES TO****BOSTON & NEW YORK...AMERICAN & ORIENTAL LINE**

S.S. "COMERIC" via Suez Canal 25th July.

MAURITIUS & SOUTH AFRICA...ORIENTAL AFRICAN LINE

S.S. "TINHOW" From Hong Kong 25th July.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderits Bay, Walvis Bay and Madagascar.

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| STEAMERS | H'Kong | S'hai | Kobe | Y'hamn | Y'v'er |
|--------------------|----------|----------|----------|----------|----------|
| EMPERESS OF RUSSIA | June 22 | June 25 | June 28 | July 1 | July 10 |
| EMPERESS OF ASIA | July 13 | July 16 | July 19 | July 22 | July 31 |
| EMPERESS OF CANADA | Aug. 3 | Aug. 6 | Aug. 9 | Aug. 12 | Aug. 21 |
| EMPERESS OF RUSSIA | Aug. 24 | Aug. 27 | Aug. 30 | Sept. 2 | Sept. 11 |
| EMPERESS OF ASIA | Sept. 14 | Sept. 17 | Sept. 20 | Sept. 23 | Oct. 2 |
| EMPERESS OF CANADA | Oct. 5 | Oct. 8 | Oct. 11 | Oct. 14 | Oct. 23 |
| EMPERESS OF RUSSIA | Oct. 26 | Oct. 29 | Nov. 1 | Nov. 4 | Nov. 13 |
| EMPERESS OF ASIA | Nov. 15 | Nov. 18 | Nov. 21 | Nov. 24 | Dec. 3 |

From Asia and E/Russia call at Nagasaki the day after departure from S'hai).

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MINNEBOSA Aug. 5 MONTCALEM Nov. 18
Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

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|-----------------|---------------|--------------|------------------|
| June 7 | June 9 | June 18 | June 20 |
| June 28 | June 30 | July 9 | July 11 |

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O. S. K.**SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.**

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
ANDES MARU Saturday, 4th June.
SANTOS MARU Friday, 10th June.
BOMBAY—Via Singapore and Colombo.
INDUS MARU (Calling Penang) Monday, 20th June.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.
PANAMA MARU Thursday, 7th July.
CALCUTTA—Via Singapore and Rangoon.
TACOMA MARU Middle of June.
BINGO MARU Saturday, 25th June.
BANGKOK—Via Saigon.
SEIKOW MARU Middle of June.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Shanghai and Japan Ports.
PARIS MARU (From Shanghai) Friday, 17th June.
HAIPHONG—Via HOIHOW & PAKHOL.
MENADO MARU Tuesday, 7th June, 10 a.m.
TAIKWA MARU Tuesday, 21st June, 10 a.m.
NEW YORK—Via Japan ports, San Francisco and Panama.
FOR TIENTSIN VIA TSINGTAU.
KINZAN MARU End of May.
HAMBURG MARU (for Shanghai) Tuesday, 7th June.
TIENTSIN & TSINGTAU
JAPAN PORTS
SEATTLE MARU Friday, 24th June.
KEELUNG VIA SWATOW & AMOY.
HOZAN MARU Sunday, 5th June, 11 a.m.
KAIJO MARU Sunday, 12th June, 11 a.m.
TAKAO VIA SWATOW & AMOY.
TAKAO & KEELUNG
DAIREN VIA TAKAO
NITTO MARU Saturday, 4th June.
For further particulars please apply to—OSAKA SHOEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

CHINA BORNEO SHIPPING CO.**Hong Kong-Borneo Line.****PROJECTED SAILINGS OF THE****S.S. "FUH TAI"**

| HONG KONG | Departure | Sailed | Arrival |
|------------|-----------|--------|---------|
| JESSELTON | May 29 | 5 a.m. | |
| JAMBANGAN | May 29 | 3 p.m. | |
| SANDAKAN | May 31 | 6 a.m. | |
| TAWAU | June 1 | 5 p.m. | |
| SEMPORNA | June 2 | 4 p.m. | |
| LAHAD DATU | June 3 | 5 a.m. | |
| SANDAKAN | June 5 | 5 a.m. | |
| HONG KONG | June 8 | 5 p.m. | |

Excellent accommodation for Saloon Passengers.
Through Bills of Lading issued to other B. N. Borneo Ports.
For Freight and passage apply to—
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Agents.

27, Connaught Road West, Second Floor. Phone C.4968.

THE EAST ASIATIC CO., LTD.**COPENHAGEN.**

The M.S. "AFRIKA"
will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian ports on or about:
21st of June.

| Further sailings— | Expected on or about— | Will leave home-ward bound on or about— |
|-------------------|-----------------------|---|
| M.S. "MALAYA" | 12th June | |
| M.S. "DANMARK" | 5th July | |
| M.S. "JAVA" | 2nd August | |
| M.S. "ASIA" | 5th September | |
| M.S. "AFRIKA" | 5th October | |

Subject to change without notice.

For further particulars please apply to—

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Agents.

P. & O.-British India Apcar and Eastern & Australian Lines

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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA, INCLUDING NEW ZEALAND AND

QUEENSLAND PORTS, AND RED SEA, EGYPT,

CONSTANTINOPLE, GREECE, LEVANTINE

PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

| S. S. | Tons | From Hongkong About | Destination |
|------------|--------|---------------------------|-------------------------------------|
| KASHMIR | 8,985 | 11th June | Marseilles, London & Antwerp |
| MIRZAPORE | 6,715 | 16th June | Marseilles & London |
| MANTUA | 10,945 | 25th June | Marseilles & London |
| KHIVA | 9,135 | 10th July | Marseilles, London & Antwerp |
| KALYAN | 9,144 | 16th July | Marseilles, London & Antwerp & Hull |
| ALIPORE | 5,273 | 21st July | Streits & Bombay |
| MACEDONIA | 11,120 | 23rd July | Marseilles & London |
| KASHGAR | 9,005 | 6th Aug. | Marseilles, London & Antwerp |
| RAWALPINDI | 16,519 | 20th Aug. | Marseilles & London |
| KHYBER | 9,114 | 3rd Sept. | Marseilles, London & Antwerp |

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

| | | | |
|---------|-------|----------|------------------------------|
| TALAMBA | 8,018 | 9th June | Singapore, Penang & Calcutta |
|---------|-------|----------|------------------------------|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|------------|-------|-----------|---|
| ST. ALBANS | 4,500 | 1st July | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, & Melbourne. |
| ARAFURA | 6,000 | 29th July | |

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Hainan, Cebu, Kolambour, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|------------|--------|-----------|---------------------------------|
| ST. ALBANS | 4,500 | 5th June | Moji, Kobe & Yokohama |
| TALAMBA | 10,000 | 10th June | Amoy, Moji, Kobe & Osaka |
| KALYAN | 9,144 | 16th June | Shanghai, Moji & Kobe |
| ALIPORE | 5,273 | 21st June | Shanghai, Kobe & Moji |
| MACEDONIA | 11,120 | 24th June | Shanghai, Moji, Kobe & Yokohama |
| NOVARA | 6,989 | 29th June | Shanghai, Moji, Kobe & Yokohama |
| ARAFURA | 6,000 | 5th July | Shanghai, Moji, Kobe & Yokohama |
| KASHGAR | 9,005 | 8th July | Shanghai, Moji, Kobe & Yokohama |
| RAWALPINDI | 16,519 | 22nd July | Shanghai, Moji, Kobe & Yokohama |

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the re-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freight, Handbooks, etc., apply to:—

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AMERICAN & MANCHURIAN LINE

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SAILINGS FROM HONG KONG.

| | | |
|------------------------|----------------|-----------|
| S.S. "ELFENOR" | Via Suez Canal | 5th June |
| S.S. "CITY OF KOBÉ" | Via Suez Canal | 13th June |
| S.S. "ACAFENOR" | Via Suez Canal | 2nd July |
| S.S. "CITY OF CHESTER" | Via Suez Canal | 17th July |
| S.S. "HELENUS" | Via Suez Canal | 31st July |
| S.S. "CITY OF BEDFORD" | Via Suez Canal | 14th Aug. |

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

JAPAN'S SHIPPING.

TWENTY-SEVEN CENTURIES AT SEA.

N.Y.K.'S GREAT INFLUENCE.

Japan, with a seafaring background of twenty-seven centuries, has a proud record of maritime expansion, and the chief contributor to her present established position as the third greatest power in the merchant marine world is the Nippon Yusen Kaisha. While the early history of Japanese trading shows its influence mainly confined to the Eastern waters, about 1870 a great light dawned upon the people of the Mikado's empire and from that time on events moved at first slowly and then, gathering impetus, at lightning speed. From 10,000 tons in 1891 the Japanese merchant fleet jumped to one and a half million tons in 1914. The war period added another million and it has since continued to expand.

Mr. S. Sakamoto, general manager in New York of the N.Y.K., is justly proud of his company's share in Japan's achievements. "Japan ranks third amongst great maritime powers of the world," he told "The Nautical Gazette" in an interview last month, "the latest statistics showing that there are more than three and a half million gross tons owned by her. In every important trade route of the world, vessels flying the Rising Sun ensign are seen, manned exclusively by Japanese subjects. Being an island country, Japan has been since its foundation—over 2,700 years ago—a natural maritime nation and her people are born sailors."

A Pioneer Company.

"About 1870," he continued, "a pioneer steamship company was created, and later was reorganised into the present Nippon Yusen Kaisha, but it did not make any remarkable progress for the following twenty years and in 1891 the total tonnage was only 10,000. After this period, however, it suddenly began to expand by leaps and bounds and in 1897 the tonnage amounted to 27,000, in 1898 to 47,000 tons, in 1903 to 510,000 tons, in 1906 to 1,000,000, and at the beginning of the World War in 1914 to 1,590,000 tons. The extraordinary situation of ocean transportation caused by the World War added another million tons. With this tonnage Japan contributed a great deal to the world trade during the war time."

"The leading shipowners of Japanese flag vessels are: Nippon Yusen Kaisha (N. Y. K. Line), Osaka Shosen Kaisha (O. S. K. Line), Kureha, Kisen Kaisha, Kawasaki Kisen Kaisha, etc."

"One of World's Largest Fleets." "The Japan Mail Steamship Company, generally known as N. Y. K. Line, is one of the largest shipping firms in the world, having in its active service at present a fleet of 140 vessels with 730,000 gross tons. The network of the services reaches every corner of the globe where more than two hundred branch offices and agents are located. The company is mainly responsible for the third ranking of Japan as a maritime nation, coming next to Great Britain and the United States and is the pride of the Island Empire of the Far East. One of the significant features of this company is that for many years they have maintained an annual stock dividend at about 10 per cent. and it was only last year they reduced it to 8 per cent. which is an unusually fair dividend for a shipping concern under the present condition of affairs."

"Between the Far East and American Continent, the company operates five regular lines, namely: Puget Sound-Orient, California-Orient, New York via Panama-Orient, West Coast of South America-Orient and East Coast of South America-Orient Lines. Out of the Pacific Coast ports, they maintain three sailings a month from San Francisco and Los Angeles; from New York and other ports on the Atlantic seaboard two regular sailings a month and in addition to those frequent sailings West Coast of South America liners make call at Pacific ports once a month, also occasionally extra vessels are being berthed. During the war time, those lines contributed remarkable services to the foreign commerce of America."

Forty Years' Development.

"The N.Y.K. Line was organised in 1885, forty-one years ago, and has since steadily grown up into the present large organisation, the late Baron R. Kondo, one of the world's leading shipping men, is mostly credited for the successful expansion of the company. Besides the American lines above mentioned the company operates Far East-London Line, Far East-Liverpool Line, Japan-Australia Line, Japan-Bombay Line and many other foster lines between ports in the Far East. King Albert of Belgium took passage from India last year on one of their London liners."

"The company entirely owns the Nippon Yusen Mail Steamship Company, commonly called N.Y.K. Line, the activities of which cover practically all the coasting trades on Japan and China. It is the dominating power in the near-sea of Japan."

"It is still fresh in the memory of shipping circles that the company took over the well known Australia-Orient service of T.K.K. Line a year ago and since then have made and are promising to make remarkable improvements. Last summer the steamship 'Kureha Maru' had the honour of carrying the Crown Prince of Sweden among her passengers."

New Ships.

"Three quadruple screw motor-driven vessels are now under construction and are expected to enter into active service some time next year. The new vessels will be of 16,500 gross tons, with a speed of 19 knots, length 560 ft., beam 173 ft. Passenger accommodation will be arranged for 700 and the most up-to-date cargo facilities will be provided, including 500 tons of refrigeration space."

"The O. S. K. Line maintains foreign services to Puget Sound, New York, South America and India. The 'O.S.' Line and Yamashita Steamship Company are active in world trade of freight. The latter owns a few vessels, but mostly operate on charter basis."

MOVEMENTS OF STEAMERS.

The following vessels of the Compagnie des Messageries Maritimes are expected here:—

"Porthos," June 7.
"Yang Tse," June 20.
"Sphinx," June 21.
"Paul Lecat," July 5.
"Amazone," July 19.
"Yalou," July 22.
"Chantilly," August 2.
"Athos II," Aug. 16.
"Athos II," August 16.
"D'Artagnan," September 3.

REPORT FROM

BOARD OF CONSERVANCY WORKS OF KWANGTUNG

Waterlevels in English Feet.

| Place of Observation | Highest W.L. on record | Lowest W.L. on record | W.L. | W.L. |
|--------------------------|------------------------|-----------------------|-------|---------|
| West River at Shihing | 41.0 | 0 | +12.9 | falling |
| North River at Tsingyuei | 28.7 | 0 | +9.5 | +9.4 |
| North River at Sanshui | 27.3 | 5 | +9.8 | +6.4 |
| East River at Sheklung | 15.2 | 3 | +8.2 | +7.4 |

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THE BEN LINE STEAMERS, LIMITED.

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THE Steamship "BENVOLICH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 6th June, 1927, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 20th June, 1927 or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th June, 1927, at 10 a.m. N. Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. LTD.

Agents.

Hong Kong, 30th May, 1927.

DANISH SHIPPING.

REDUCED FREIGHT EARNING IN 1926.

The Danish Statistical Department, in their annual summary of the "Danish Merchant Marine's" freight earnings, estimate the total gross freight for steam and motorships during 1926 to have amounted to about kr. 160,000,000, and returns from ships sailing under monthly charter to kr. 10,000,000. The corresponding figures in 1925 were kr. 191,000,000 and kr. 12,000,000; freight receipts, therefore, as a whole, decreased in 1926 by about one-seventh.

The fall was caused in the first half of 1926 by fluctuation in freight rates and by the laying up of tonnage necessitated by poor freight conditions. The second half of 1926 brought with it, as a result of the coal strike, a considerable rise in freight rates, which culminated about November 1, quite exceptional rates being obtained on routes where coal was carried; the average freight quotation for 1926 in consequence far exceeded that for 1925.

The present summary of actual freight returns shows, however, that the temporary excessive increase in freights, which applied chiefly to Transatlantic routes on which comparatively larger ships are required, by no means equally benefited the entire merchant fleet in proportion to the freight average quoted.

Return from sailing ships with and without motors to foreign ports in 1925 amounted to kr. 7,700,000, which represents 3½ per cent. of the years' total freight earnings abroad; in 1926, as far as can at present be estimated, there is a decrease of comparatively the same proportion as for steamship trade.

The total freight earnings abroad, which in 1925 amounted to a little less than kr. 219,000,000 (inclusive of monthly freights estimated as gross freights) may for 1926 accordingly be estimated at kr. 180,000,000 to kr. 185,000,000.

One of the coolies working coal into the s.s. "Ginsen Maru" in harbour last night was killed. He fell into one of the vessel's holds and succumbed to injuries and shock.

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AND
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TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE & YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT PIERCE Tuesday, June 7th 1 a.m.

PRESIDENT TAFT Tuesday, June 21st

PRESIDENT JEFFERSON Tuesday, July 6th

PRESIDENT GRANT Tuesday, July 19th

PRESIDENT MADISON Tuesday, Aug. 2nd

Thereafter Fortnightly Sailings on Tuesdays.

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Via San Francisco or Seattle.

\$120 \$112

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Choice of railway lines across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

| From Hongkong | Via | Connecting with Steamship | From N. York | Arriving at |
|---------------|---------------|---------------------------|--------------|---------------------|
| June 7 | San Francisco | Olympic | July 9 | Chgo-Smptn July 15 |
| June 14 | Seattle | Geo. Washington | July 13 | Path-Cbrg July 21 |
| June 21 | San Francisco | Homeric | July 23 | Chgo-Smptn July 29 |
| June 28 | Seattle | Leviathan | Aug. 1 | Path-Cbrg Aug. 7 |
| July 5 | San Francisco | Majestic | Aug. 6 | Chgo-Smptn Aug. 12 |
| July 12 | Seattle | Boreas | Aug. 10 | Chgo-Smptn Aug. 16 |
| July 19 | San Francisco | Lorithan | Aug. 20 | Path-Cbrg Aug. 26 |
| July 26 | Seattle | Aquiline | Aug. 24 | Chgo-Smptn Aug. 30 |
| Aug. 2 | San Francisco | Majestic | Sept. 3 | Chgo-Smptn Sept. 9 |
| Aug. 9 | Seattle | Mauretania | Sept. 17 | Path-Cbrg Sept. 23 |
| Aug. 16 | San Francisco | Olympic | Sept. 21 | Chgo-Smptn Sept. 27 |
| Aug. 23 | Seattle | Boreas | | |

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE & YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT JACKSON Wednesday, June 15th

PRESIDENT MCKINLEY Wednesday, June 29th

PRESIDENT LINCOLN Wednesday, July 13th

PRESIDENT CLEVELAND Wednesday, July 27th

PRESIDENT PIERCE Wednesday, Aug. 10th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT MONROE Tuesday, June 7th 8.00 a.m.

PRESIDENT WILSON Tuesday, June 21st 6.00 a.m.

PRESIDENT VAN BUREN Tuesday, July 5th 8.00 a.m.

PRESIDENT POLK Tuesday, Aug. 2nd 8.00 a.m.

PRESIDENT ADAMS Tuesday, Aug. 16th 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT MONROE June 7th 8.00 a.m.

PRESIDENT JACKSON June 7th 6.00 p.m.

PRESIDENT TAFT June 13th 6.00 p.m.

PRESIDENT WILSON June 21st 6.00 a.m.

PRESIDENT MCKINLEY June 21st 6.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO

GENERAL AGENTS

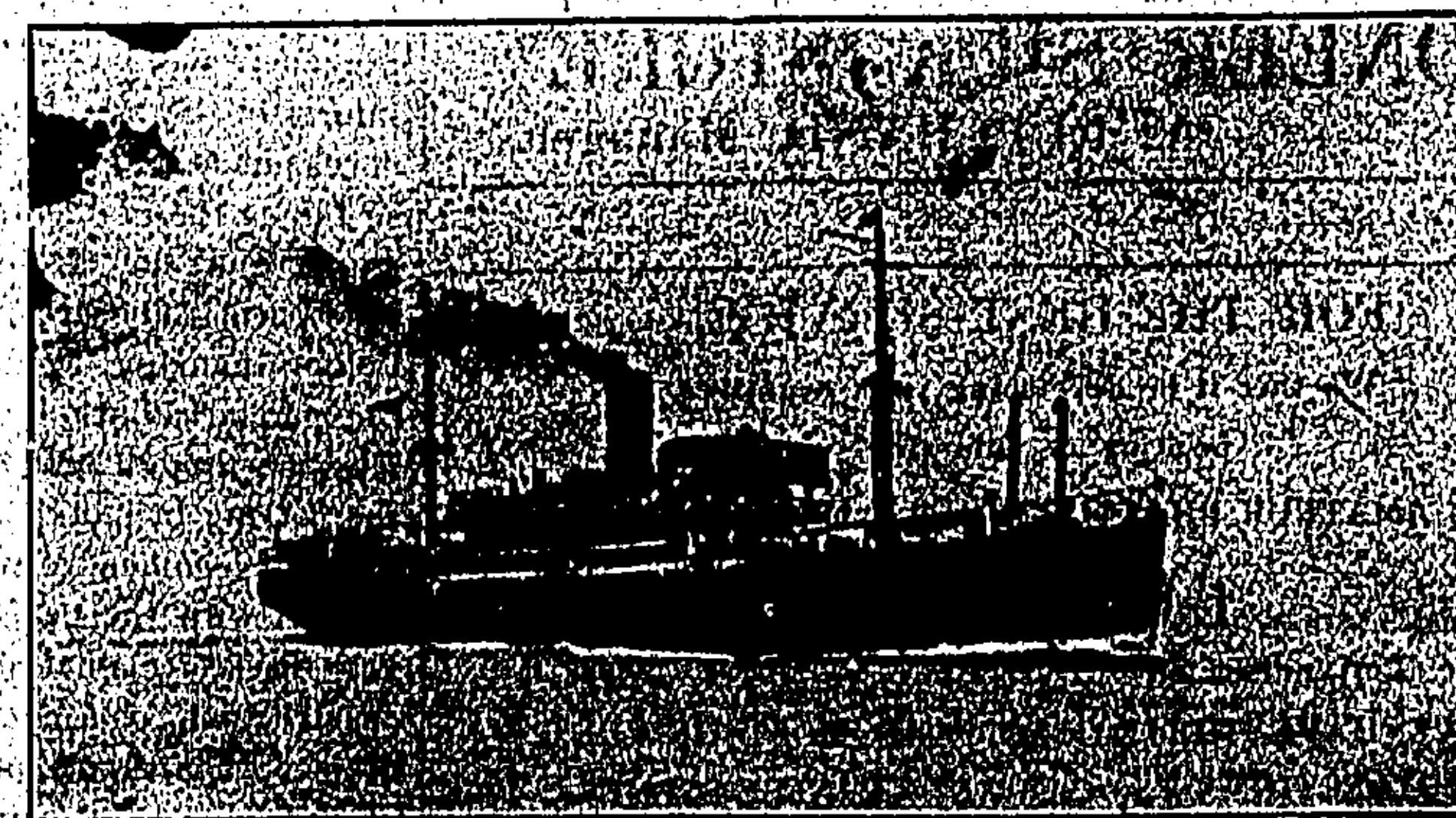
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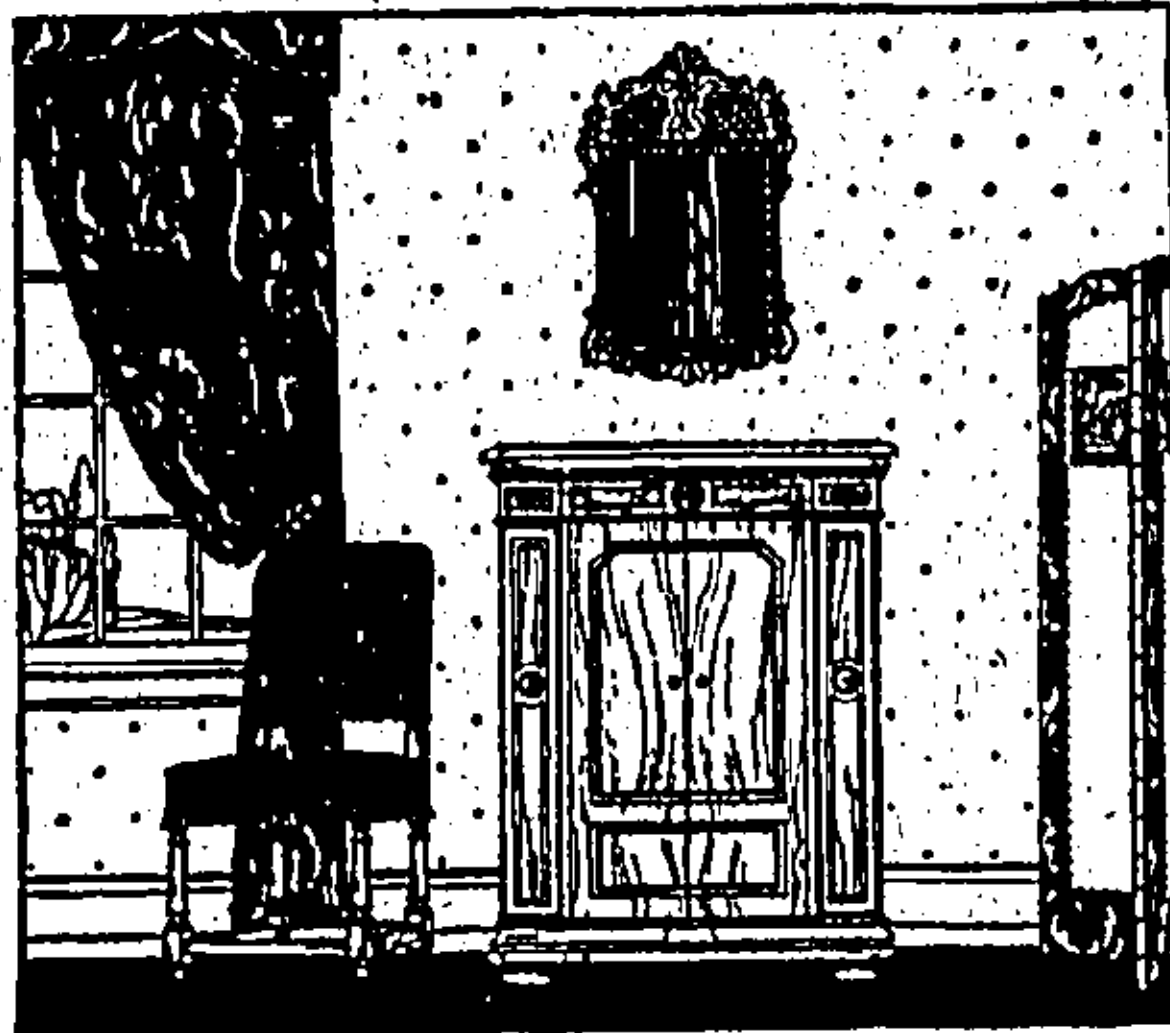
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Strand, W.C.2.

BIRTH.

BRITTON.—At the Matilda Hospi-
tal, on 3rd June, to Mr. and
Mrs. F. A. Britton, twin daughters.

DEATHS.

FIGUEIREDO.—On June 3, 1927,
at 1 The Albany, Hong Kong,
Florentina Joanna Barros
("Tita") in her 90th year.
R.I.P. Funeral will pass the
Monument to-day at 5.30 p.m.
(Monaco papers please copy).

TRAYNOR.—On May 28, 1927, at
Shanghai, to Mr. and Mrs. E. J.
Traynor, a son.

Hong Kong, Saturday, June 4, 1927.

SATURDAY CAUSERIE.

The establishing of a large
aerodrome in Hong Kong to link
up with the proposed England to
Australia airship route via
Singapore will be one of the most
interesting and far reaching
developments of modern times in
so far as the residents in China,
Japan and the Philippines are
concerned. The prospects of the
Colony figuring as a centre of
commercial aviation in the Far
East are brought much nearer by
the putting in hand by the Hong
Kong Government of work in con-
nection with the development of
Kai Tak reclamation and the
construction of a modern aero-
drome. Plans at present ap-
proved by the Government go no
further than the completion of
the sea wall and reclamation and
the construction of a typhoon
shelter for seaplanes, but com-
petent authorities are being con-
sulted at Home as to the type of
buildings and other facilities
needed for plane and perhaps

airship—accommodation, not to
mention also the residential and
entertainment facilities for the
passengers.

Both the local and Imperial
Governments are committed to
considerable expenditure in con-
nection with the scheme and there
seems every possibility of it
going through in due course.
The completion of the reclama-
tion is calculated to take some-
thing like eighteen months and
the construction of the buildings
a period somewhat less, so that
within three years or so it should
be possible to "take off" from
Hong Kong and land in England
within nine days of departure.
The great value of these and other
Empire aerial schemes lies in
the elimination of difficulties
and sometimes misunderstandings
which are caused by the present
comparative isolation of the
Colonies, Dominions and the
Motherland. Air transport is
vital to our Empire. It will
give quick communication not
only for commercial but also for
military purposes. Aircraft
should be to us what our ship-
ping is. From a nation of
sailors we must become a nation
of airmen. Shipping built the
Empire. Air transport, if con-
ducted along the right lines, will
keep it.

The provision of an efficient
vehicular ferry across the har-
bour will add very considerably
to the value of Hong Kong as a
port, as it will eliminate waste-
ful handling of goods and afford
very necessary facilities (at pre-
sent lacking) for quick transport
of motors and lorries. The
scheme, according to indications
given by the Government, also
includes the provision of passen-
ger accommodation, and in this
connection it is interesting to
recall that when the scheme was
first brought up in 1923, the
then Assistant Colonial Secre-
tary favoured the free transport
of passengers on the grounds
that it was in the public interests
to have a free ferry just as one
had a free road, in the absence
of the provision by the Govern-
ment of a bridge between the
island and the peninsula.

Whatever the intentions of the
Government in regard to passen-
ger charges, the ferries, apart
from the question of vehicular
transport will prove a great

boon to Chinese residents in the
particular areas served. As a
result of survey work carried
out, it was found that, owing to
the great depth of water at the
point opposite the Central
Market where it was originally
intended to make the Hong Kong
connection, an area more suited
would be that in the region of
the Victoria Recreation Club and
it is now intended to erect the
wharf somewhere in this neigh-
bourhood. The Kowloon con-
nection will be made at the end
of Jordan Road. This is a
scheme which has been in the air
for a period of over four years
and now that the Colony has re-
turned to normal conditions, the
Government has every intention
of pushing on with the good
work.

Judging from the calling for
tenders in connection with the
construction of a prison Hospital
at Victoria Gaol, the Govern-
ment has adhered to its resolu-
tion not to proceed with the
building of a new prison at Ngau
Shi Wan and to cut its losses on
the work already done there.
Admittedly, the problem of deal-
ing with sick prisoners at the
present Victoria Gaol is a most
difficult one, and it is obvious
that some such provision as that
contemplated must be made if
the present restricted buildings
are to remain as the best the
Colony can do in the way of a
prison for a populace which has
grown by leaps and bounds. But
the fact remains that the new
prison would have solved a prob-
lem which has long been acute
—that of providing accommoda-
tion and necessary medical facili-
ties for prisoners at present
housed in buildings covering
something like 1½ acres in com-
parison with the 14 acres or
more which would be devoted to
a similar institution in England.
To encroach still further on the
space available for the erection
of a hospital will be to render
the problem of the prison au-
thorities even more acute. At
the time when the Ngau Shi Wan
scheme was squashed, the Gov-
ernment may not have seen its
way clear to expend the money
on a new gaol but, with a return
to more normal conditions, it
appears to be a "penny wise,
pound foolish" policy to adhere
to its decision and attempt to
reconstruct buildings which have
long since outlived their pur-
pose.

NOT A BOYCOTT.

MEXICAN DECREE OFFICIALLY EXPLAINED.

Mexico City, June 3.

The Foreign Office now ex-
plains that the decree, dated on
June 1 in which a boycott of
American goods which may still
be purchased in Mexico for Gov-
ernment departments, but was
issued owing to delay in the de-
livery of merchandise bought in
the United States, also because
European merchandise was stop-
ped in transit by the United
States en route to Mexico.
The Foreign Office adds: "The
cordial relations between
America and Mexico cannot be
affected by the decree." Reu-
ter's American Service.

[A Mexico City cable dated
June 1 stated:—As a reprisal
for what is interpreted here as
the "systematic embargo" placed
by the United States on mer-
chandise bought by the different
Mexican Government depart-
ments in the United States,"
President Calles has ordered all
Government departments to boy-
cott American goods.]

EXPRESS SMASH.

CAUSE OF THE FRENCH DISASTER.

Paris, June 3.

The express casualties were all
French. The smash occurred
owing to the express crashing into
a goods train which had been
detained at a minute previously.
[An earlier cable stated: Nine
persons were killed by the derail-
ment of the Paris-Nimes express
near Moulins. All the coaches but
four overturned.]

IF PEKING FALLS.

Will War Or a Treaty Follow?

WHY UNITY IS UNLIKELY.

(By "Li Chung-yin.")

Calculations are being made
already as to when Marshal
Chang Tao-lin's Fengtien Party
will be driven out of Peking.

Irrespective of the period of
time needed—and presuming, for
the purpose of this review, that
the Southerners will continue to
advance unchecked as they have
been doing—what will be the
effect of Kuomintang rule being
extended to the far north of
China?

At the moment, we have a race
between the rival sections of the
Nationalists. Reckoning in
straight lines, the Nanking Army
and the Hankow Army are each
about 500 miles from their grand
objective—the capital of China.

The Race for the Spoils.
General Chiang Kai-shek's
forces are nearer the coast while
General Tang Seng-chi, as the ac-
cepted leader of the Extremists,
fighting strength is further
inland, in the middle of North
China.

If history is repeated, the two
conflicting cliques of the Kuomint-
ang will be fighting each other
for the spoils.

Supposing Chang Tao-lin were
eliminated—and by his name is
meant all that the Ankouchun
stands for. He retires once more
outside the Great Wall into his
stronghold of Manchuria where he
has hitherto been unassailable.
Even then there cannot be one
united government for the
eighteen provinces of China
Proper.

Pecuniary Strategy.
Viewing the position further in
this light, expert observers say
that the struggle will begin all
over again. The Fengtien Party's
restriction to Manchuria means
the removal of one virile group
which, in theory, having sacrificed
a great slice of China will be con-
tent to stay within its own sphere.

What has been aptly described
as pecuniary strategy will count
for more than military tactics.
In the light of events since the
split in the Kuomintang ranks,
one is led to think that the quar-
rel will not be closed by combat.
War by negotiation seems the
more feasible course.

Significance of Names.
Should General Chang Kai-shek
enter Peking at the head of the
Nanking armies, his next step
towards unifying the country
must lie in the direction of Han-
kow and the territory it controls.

Before the Cantonese embarked
on their expedition of conquest,
the wings in the Kuomintang
were dubbed Right and Left.
These names no longer serve. We
have had Conservatives v. Radicals,
Nationalists Proper v. Commu-
nists and Moderates v. Ex-
tremists. The re-admission of
Chiang Kai-shek's counsels of
politicians who were persona non
grata, the joining up with the re-
spective sides of adventurer-war-
lords, the favours extended by
Hankow to others (whether by
accident or design), have all com-
bined towards creating greater
confusion. The only names which
serve appropriately to-day are
"Nanking" and "Hankow."

Christian General's Part.

Straws in the wind point to the
leading anti-Northern generals
desiring an alliance, if only a
working understanding can be ar-
rived at. They know one another
too well to accept less, say in the
form of a "gentleman's agree-
ment," and more cannot be ac-
complished without specific guar-
antees, which nobody is prepared
to give.

By entering the fray at a rather
belated stage, Feng Yu-hsiang
(the "Christian general") of the
north-west has once more made
himself a factor in Chinese poli-
tics. He rides with the hounds in
refusing Hankow's overtures and
thereby keeping on the right side
of Nanking, and he runs with the
hares in availing himself of Soviet
help and thereby maintaining
touch with Moscow.

A "Big Three" Alliance?
It should be recalled that when
Hankow dismissed Chiang Kai-
shek, the Christian general was
appointed commander-in-chief
and General Tang Seng-chi asso-
ciate commander-in-chief.

In spite of the proximity of
General Yang Sen's threat to
Hankow itself, General Tang
Seng-chi is advancing north-
wards, away from Hankow.
Observers attached to the various
army headquarters hint broadly
that a treaty will soon be entered
into whereby Chiang Kai-shek,
the Christian general, and Tang
Seng-chi will co-operate in a final
drive on Peking.

What has happened in the past
counts for little or nothing in
present day Chinese politics. But
I cannot help remembering the
persistent rumours about Chiang
Kai-shek's overtures to Hankow.
What Borodin Refused.
Gossip (which may have
emanated from groups no higher
than camp followers) said that

STATUE "CRIES."

Queen Victoria And Hong Kong.

AMAZING LOCAL CREDULITY.

Credulity could hardly go further,
than the avidity with which the
ignorant are accepting a ridiculous
story regarding the statue of her
late Majesty Queen Victoria being
linked with a predicted disaster to
the Colony.

Because the statue has divine
inspiration, it knows that the island
of Hong Kong will collapse into the
sea very shortly, say the rumour
mongers. They claim to have seen
tears from the eyes, to restrain the
flow of which the neck has had to
be tied up with electric wires!

"Proof."

Further, the rumour mongers
maintain that a Chinese policeman
saw what happened. He reported
at once to his superiors. To pre-
vent the alarm spreading, the
authorities detained the officer in
prison!

Other Absurd Stories.

Hong Kong's disappearance
under the water has also been pre-
dicted in connection with the Rock
of the Frog Delty, situated some-
where between Taipingshan and
Mount Davis. The Rock Delty
has been trying to reach the sum-
mit of the Peak. Once it gets
there, the island's fate is sealed.
Fortunately, the Frog once incurred
the displeasure of a goddess, who
smacked his face, and restricted
his progress to the length of a
crab of rice every year. This
fable was recounted in the "China
Mail" several years ago and Mr.
R. E. Lindell referred to it in his
recent popular lecture at the Helena
May Institute. More recently
Hong Kong had a fable of the uni-
corn in the Royal coat of arms on
the City Hall's north wall. The
scene has now shifted to Statue
Square, and the next scare will be
equally far-fetched.

Chiang Kai-shek had no objec-
tion to the Hankow faction as
working partners in the Kuomint-
ang but that he above all
desired the temporary expulsion
of three men whom he could not
tolerate.

Borodin, of course, was one.
The others were General Tang
Yen-ta (who was Chiang Kai-
shek's immediate subordinate be-
fore he became a politician) and
George Hsu Chien. The Nanking
leader is said to have offered
very attractive terms to these
three in return for their absence
from China for a stipulated
period, during which their in-
fluence would have been nullified
and the Kuomintang firmly
established all over China. Given
for what it may be worth, the
story is that the two Chinese
were willing to accept but their
Russian taskmaster was obdurate
and refused point blank.

Peace Rather Than War.

Because Nanking is now win-
ning in the field against the
Northerners with very little
actual fighting, it is logical to
assume that Chiang Kai-shek will
continue to adopt the same
tactics. His "settlement" with
Hankow, therefore, will be based
either on pecuniary strategy or
war by negotiation. However,
this must come after Peking is
taken and it is not certain yet
whether Chiang Kai-shek or
Tang Seng-chi will win the race
to that goal, if a race there be.

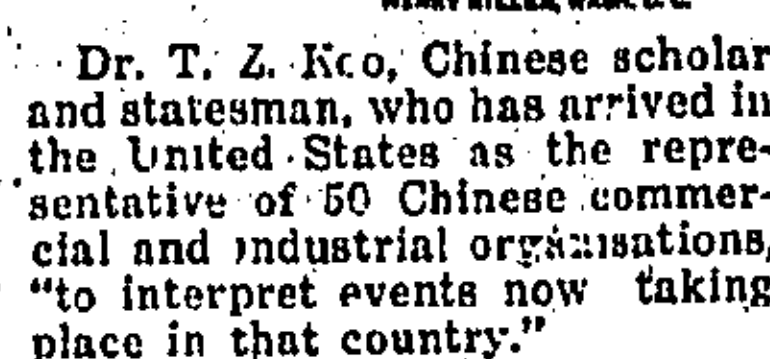
Looking further ahead, pros-
pects are still less attractive.
The day may come when the
Communist element is really sub-
dued and Kuomintang rule is
effective in the greater part of
China Proper. What then of the
rabble of converted tuchuns, mer-
cenaries and nondescripts who
have been fighting for National-
ism, not because they believe in
it, but because it pays them to
be on the right side of the fence.

The Undesirable Element.

Having backed the right horse,
these generals (of whom there
are quite a number) have in-
creased their retinues. When it
comes to a question of being en-
tirely subservient to a central
government, to placing provin-
cial or prefectural revenues un-
der one control, to being shorn
of personal power for the good
of the common cause, there must
be a certain amount of quibbling.
Neither Nanking nor Hankow
can forego the services of such
men to-day. Later they will find
it hard to shake off the undesi-
rable element. True, the estab-
lishment of the Kuomintang in
Peking will, by prestige alone,
go a long way towards putting
fear of the venturesome who, on the
other hand, may also feel them-
selves in a position to place their
own interests above all else.

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Against a background of misty grey skies, through which pierced the lofty spires of the Nanking Road buildings, Sir Miles Lampson took the salute as the British Defence Force, the Coldstream Guards leading, marched past on the racetrack. states a Reuter cable describing the King's Birthday celebrations in Shanghai. An immense crowd, which included a large contingent of American marines, witnessed the trooping of the colours, carried out with full ceremony, and cheered as the companies filed past the saluting base. The weather was mercifully cool.



30 European and 132 Asiatic police officers on duty, directing the constant stram of humanity. There were others posted at the various approaches. To the credit of all, there was not one accident.

Passengers who arrived at Hong Kong yesterday on the "St. Albans" included Mr. D. McPherson from Melbourne; Mr.

Mr. Cyrus H. McCormick, of Chicago, whose fortune is conservatively estimated at \$10,000,000, was secretly married to Miss Alice M. Holt, his private secretary, at the wedding took place at the little village of Andover, New Hampshire. After the ceremony the couple went to Boston where they embarked on board the White Star liner "Celtic." While in Europe they will visit Mr. McCormick's second son, Gordon, who is studying in Paris. Mr. McCormick, who is 67, is head of the International Harvester Company. His bride is 45 and has been in his employ for 8 years. Though the United States has witnessed many similar romances, it is contended that no "working woman," either in truth or fiction, has ever wed a wealthier man than is the bridegroom.

Special events in connection with the celebration yesterday of His Majesty's birthday included a reception at Government House where there was a large gathering of residents, and the searchlight tattoo from the various warships in port, the latter lasting from 9.30 to 10 o'clock. Owing to the heat, few felt inclined for dancing at the Government House reception, but those who did found the ball room floor excellent and not too crowded, and the playing of the desired. The greater number of the guests engaged in the cooler enjoyment of wandering about the specially illuminated grounds where torchlight dancing by men from the Camerounians and an excellent military musical programme had been arranged.

Henri Guilbeaux, the famous French pacifist, who was condemned to death during the war and fled to Germany. He is now wanted back in his native country by leading French writers and artists. They have launched a movement to have him pardoned, and hope that the Government will soon make it possible for him to return. He is now living in Berlin:

J. R. Middenway, Mr. A. Fisher, Mr. N. Okada, and several Chinese from Sydney; Miss M. Andrews, Miss M. Hackett and Miss A. B. Buse from Manila.

H.E. the Governor, Sir Cecil Clementi and Lady Clementi, were among the guests at tiffin at the Hong Kong Club yesterday on the occasion of the celebration of the birthday of His Majesty the King, there being about 350 present. The Club was open to members, their wives and daughters and lady friends from 10 a.m. to 3 p.m., the band of the K.O.S.B.'s playing selections from 11.30 a.m. to 3 p.m. At noon, the Health of His Majesty was submitted by H.E. the Governor. Mr. F. C. Hall presided over the tiffin gathering and among the guests were: H.E. the Governor and Lady Clementi, Captain C. H. Steele (A.D.C.), Captain Forster (Private Secretary), the Hon. Mr. W. T. Southern, C.M.G. (Colonial Secretary) and Mrs. Southern, Mrs. Hall, the Hon. Mr. Justice, J. R. Wood and Mrs. Wood, the Hon. A. C. Hynes, the Hon. Mr. W. E. Shenton, Lieut.-Col. L. J. Comyn, C.M.G., and the Hon. Mr. E. D. C. Wolfe (C.S.P.).

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COME AND SEE!!!

The Thrilling "4 ARKOS" in their wonderful acts. "Flying"
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The Mirth Makers **FRANZ FERRY & KOKO** and the
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Trained ponies and Stallions in Various Acts
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SPORTS SECTION

TIPS FOR TO-DAY.

PONIES WHICH MAY PAY TO FOLLOW.

4TH EXTRA RACE MEETING.

[By "Patrol"]

Selections are given below for the first day's events of the Hong Kong Jockey Club's 4th extra race meeting of the season, beginning at Happy Valley at 2.45 p.m. to-day.

Race I (6 furlongs).

King Alan for a win as Loch Rannoch will be too heavily backed.

Valour for a place. Even if Loch Rannoch is beaten he is almost sure of a place in any case.

Race II (6 furlongs).

Loonquva for a win; Barley Grass or Grande del Norte for a place.

Race III (6 furlongs).

King of Troy to win; Battle Eve or Total Abstinence for a place.

Race IV (a mile).

Brigade Call to win; Macao Beauty for a place.

If you must back Saligia, back him to win or not at all.

Race VI (1/2 mile).

Festive Eve to win; Kazanka for a place.

Race VII (1 1/4 miles).

Grey Knight to win; Easter Day or Loch Tunnel for a place.

Race VIII (1 1/4 miles).

Misty Eve 1; Ukelele 2; The Gomeril 3; Mr. Chun's mount 4.

SOCCER LEAGUE.

ANNUAL REPORT OF THE COMMITTEE.

The annual report of the management committee of the Hong Kong Football League, which is to be presented at the annual meeting of the League on Wednesday, June 15, states:—

"The season under review started off very favourably, 9 teams entering the First, 10 the Junior 'A' and 8 the Junior 'B' divisions. For various reasons some of these did not finish the season. One withdrew from the Senior division when the season was only half over whilst one in the Junior 'A' and two in the Junior 'B' divisions were unable to fulfil their last three fixtures. It seems that once the honours are decided some teams lose interest in the game. The Club de Recreo are to be congratulated on winning the First Division championship, as also are the K.O.S.B. Reserves and St. Joseph's Reserves, who won the Junior 'A' and Junior 'B' championships, respectively, the latter after a replay with the runners-up, the Moslem Club.

"Your management committee met on six occasions during the year to dispose of various matters, principally transfer of players and inquiries as to the failure of team to turn out to fulfil their fixtures. In the latter case several fines were inflicted.

The balance sheet shows a balance in hand of \$844.13."

NEW RULES?

Proposed Alteration to the Name.

Proposed alterations to the rules have been circulated.

A series of twenty are put forward by the Royal Artillery, the second being the 2nd Batt. King's Own Scottish Borderers.

Of primary interest is the suggestion that the name be changed to: "The Hong Kong Amateur Football League." Hitherto the league tournament has been strictly amateur but the word was not included.

Among other new rules proposed by these two service clubs are the following:—

Transfers Permitted.

9. Players must be amateur players as defined in rule 29 of the Football Association of England. Players must be bona fide members of their Club. Honorary members shall not be considered bona fide members.

By permission of the Management Committee, players may transfer from one Club to another. Applications for transfer must be submitted, signed by the player and honorary secretaries of both Clubs concerned, and must be lodged with the League honorary secretary at least 72 hours before it is desired that the player plays for his new Club.

A transferred player may not play for his new Club until the receipt of notification of the Management Committee's approval of the transfer.

All transfers will be promulgated in the local Press.

Service Players Limited. No member of H.M.'s Forces shall play for a civilian Club in the League without the written consent of his Commanding Officer or Sports Officer. Such consent must be lodged with the League honorary secretary before such player plays.

Not more than four Service

THE OAKS.

FAVOURITE BEATEN BY A HEAD.

GUINEAS FORM REVERSED.

London June 3. The Oaks (the second of the Epsom classics, for fillies, distance 1 1/2 miles like the Derby) to-day resulted:—

Lord Durham's Beam 1
Lord Astor's Book Law 2
Sir G. Bullough's Grande Vitesse 3

Sixteen ran. Won by a head; six lengths between second and third.

Starting prices: 4 to 1 against Beam; 5 to 2 against Book Law; 25 to 1 against Grande Vitesse.

Reuter.

Cresta Run, winner of the 1,000 Guineas (a mile, at Newmarket, on April 29), probably did not start. Book Law and Endowment defeated for second place in that race, two lengths behind Cresta Run. Beam was fourth.

Book Law was expected to make the most improvement but of Beam, a turf expert wrote: "I fancy we shall find Beam more at home over an extra half-mile." Expectations have been partly borne out but the 1,000 Guineas form has been reversed.

LAWN TENNIS.

TILDEN RISES TO THE OCCASION.

FRENCH SEMI-FINALS.

St. Cloud, June 3. Semi-finals in the French hard courts lawn tennis championships resulted as follows:—

R. Lacoste (France) beat P. D. B. Spence (South Africa) 6-1, 6-3, 6-2; W. T. Tilden (America) beat H. Cochet (France) 9-7, 6-3, 6-2.

Mrs. Pencock (South Africa) beat Miss Bennett (England) 6-7, 6-1, 9-7. Mlle. Bouman (Holland) beat Miss Hine (South Africa) 6-7, 6-4, 6-3.

Tilden's Power.

French hopes of a repetition of Cochet's victory over Tilden at Forest Hills last September were dissipated after the first set which, though a fifty minutes' titanic struggle, demonstrated Tilden's superiority.

The American was bewildering in stroke production his only weakness being in his tactical game of frequent lobbing, Cochet embracing the opportunity of smashing.

However, Tilden subsequently confined himself to terrific drives. He won the second set in 15 minutes and the third in similar time with a fascinating exhibition of power and ball control.—Reuter.

The Wah Yan Old Boys' Union played a friendly ping-pong match with the Chinese Catholic Young Men's Society yesterday, winning by 124 games to 56.

players shall play for a civilian team in any league match.

Players who play more than one match in Division I shall be considered to be Senior players, and may not play in the other divisions without the consent of the Management Committee.

Rank And Unit. All players must be registered and such registration must be lodged with the League honorary secretary before a player plays in the League.

The rank and unit of Service players must be stated in League registration forms, and Service players are required to inform Civilian Clubs of their rank and unit.

Gate Money.

18. Gate money may be charged at League matches. Clubs charging gate money will, after paying therefrom the expenses of printing, posting, advertising, police and gatekeepers' charges, pay to the funds of the League five per cent. of any balance. A "match statement" and cheque for same due under this rule will be sent to the Treasurer within 72 hours of the match.

About Withdrawals.

Mr. W. E. Hollands, hon. secretary of the League, having commented in his annual report on the withdrawal of teams in mid-season, it is interesting to note that the Club de Recreo (senior champions) have submitted an additional rule which, seconded by the Portuguese Staff, Hong Kong & Shanghai Bank Football Club reads as follows:—

Should a Club withdraw from the League before the completion of the first half of the season, its records shall be removed entirely from the League table.

If such withdrawal takes place at any time during the second half of the season the points for the unplayed matches shall go to the opponents.

COUNTY CRICKET.

HAMMOND STILL MAKING RUNS.

CAMBRIDGE BEAT ARMY.

Hammond, the Gloucestershire batsman, who has equalled the record put up by Dr. W. G. Grace and Tom Hayward of getting 1,000 runs in first-class cricket at Home before the end of May, is still scoring heavily, as will be seen in the results below.

Hammond on Loesing Side.

London, June 3. County championship matches ended to-day resulted as follows:— At Bristol, Gloucester lost to Lancashire (championship holders)

LATEST PICTURE.



The latest photo to hand of W. T. Tilden, the American lawn tennis champion.

by an innings and 41 runs.

Scores:—

Lanc (1st innings) 469 runs.

Tyldesley (E.) 143, Green 82,

Ekersley 102 not out.

Gloucester (1st innings) 180 runs.

Hammond 76.

Gloucester (2nd innings, following on) 248 runs. Bloodworth 56,

Dipper 51, Hammond 63.

Surrey v. Sussex.

At the Oval, Surrey beat Sussex by 118 runs. Scores:—

Surrey (1st) 356 runs. Sandham 83, Shepherd 55, Peach 37,

Tate 6 wickets for 107 runs.

Sussex (1st) 238 runs. Shepherd 5 wickets for 42 runs.

Surrey (2nd) 246 runs for 4 wickets.

declared. Sandham 100 not out, Shepherd 104.

Sussex (2nd) 248 runs. Parks 82, Cook 52.

Derby v. Essex.

At Ilkeston, Derbyshire beat Essex by 202 runs. Scores:—

Derby (1st) 254 runs.

Essex (1st) 167 runs. Russell 55.

Derby (2nd) 286 runs. Slater 52, Nichols 7 wickets for 89 runs.

Essex (2nd) 171 runs. Lee 5 wickets for 64 runs.

Worcester v. Middlesex.

At Worcester, Worcestershire beat Middlesex by six wickets.

Scores:—

Middlesex (1st) 167 runs. Root 5 wickets for 45 runs.

Worcester (1st) 136 runs. Dorton 6 wickets for 55 runs.

Middlesex (2nd) 125 runs. Root 5 wickets for 35 runs.

Worcester (2nd) 147 runs for 4 wickets.

Other Matches.

At Lord's the M.C.C. beat Wales by seven wickets. Scores:—

M.C.C. (1st) 456 runs. Newman 70, Ingle 51, Campbell 87, Green 127.

Wales (1st) 162 runs. Kennedy 7 wickets for 50 runs.

Wales (2nd, following on) 395 runs. Bell 209 not out, Bruce 55,

Kennedy 6 wickets for 107 runs.

M.C.C. (2nd) 103 runs for 3 wickets.

Canterbury v. the Army.

At Cambridge, the University beat the Army by eight wickets.

Scores:—

Army (1st) 282 runs. Wilkinson 62, Tudor 62, Allom 9 wickets for 55 runs.

Canterbury (1st) 301 runs for 7 wickets, dec. Wykes 146 not out, Davies 5 wickets for 70 runs.

Army (2nd) 150 runs. Allom 5 wickets for 47 runs.

Canterbury (2nd) 112 runs for 2 wickets.

Reuter.

The Army bowler referred to as Davies is probably Captain P. Havelock Davies, M.C., R.A., who represented Hong Kong in international matches a few years ago.

PRESENT CRICKET.

GREAT PERSONALITIES NOW ABSENT.

DEGREE OF EFFICIENCY.

Some interesting observations on the present condition of cricket were made by Mr. Neville Cardus—"Cricket" of the Manchester Guardian—in an address delivered before the members of the Manchester Luncheon Club.

Commenting on the absence in county cricket to-day of personalities, Mr. Cardus admitted that there was a good deal of efficiency in cricket. The batting at Old Trafford right through the team revealed a higher degree of efficiency to-day than it had ever done before. But it was not the batting of men who played cricket with all their heart and mind and wit. And by wit, he explained, he meant a sort of opportunism.

Achieved Immortality.

By way of illustration, Mr. Cardus referred to a match played at Old Trafford in 1893 between Lancashire and Yorkshire which was made famous by a great catch on the boundary by Albert Ward, Yorkshire required a few runs to win, and with their last man in George Ulyett, one of the greatest hitters of his day, faced the howling of Johnny Briggs. Briggs did not shirk the situation. He determined to take a risk, and tossed up a slow ball. It was a courageous challenge, and Ulyett, who saw the slow ball coming, as bravely accepted it. He walloped the ball with all his might. It soared up into the air, and was caught on the boundary by Briggs, by challenging Ulyett with his slow ball, won the match for Lancashire. Ulyett, by accepting the challenge, lost it for Yorkshire. But they each won something of far more moment than a temporary victory. They achieved a kind of immortality.

External Machinery.

Mr. Cardus contrasted this occasion with another at Old Trafford a few years ago between the same two counties, under circumstances that were just as critical. It was the last over of the match and Yorkshire required four to win. But the Lancashire bowler was content to bowl on the short side and the batsman simply to stop them one by one, and the match ended in an inglorious draw, with points for Yorkshire from a win on the first innings.

"My point," Mr. Cardus commented, "is that you must not allow any sort of external machinery in the way of championship points to come along and crush the real spirit of the game. A challenge has to be thrown down and picked up. You can get a standardised technique and have a good routine game without taking any risks. But in the absence of reasonable risks there will be no real delight or joy in the game."

Adventure Not Dead.

It was sometimes suggested, Mr. Cardus went on, that there were too many professionals playing cricket recently, that the game suffered because their living depended upon it, and they therefore refused to take risks. But cricket, before everything, was a game, and before entering it every professional cricketer should ask himself whether he could afford to go in for it and take the risks which were an essential part of it.

But he was satisfied that human nature had not lost its adventurous spirit. Some other sort of pressure was being put upon these players, and he suggested that the crowd itself was largely to blame. From his own experience it was not the professional cricketer who talked recently about the averages. It was the crowd that was primarily interested in records, and that created—unconsciously, he supposed—that interest in the statistical side of the game to which the players not unnaturally responded.

Record Breakers.

If the crowd wanted record-breakers they would get them. And if they wanted personalities they would get them. To-day he was afraid the crowd insisted not so much on personality as on efficiency. He referred, by way of illustration, to the case of Pondford, who was a good cricketer, but not a great cricketer, yet who was now breaking records in Australia that Victor Trumper or Clem Hill never dreamed of.

He also referred to the unimaginative response of the English batsmen in a Test match in 1924 when, with everything in their favour, they took an hour to score 14 runs against mediocre bowling, while Collins was resting his principal bowlers. He did seriously suggest that our cricketers should play a little more wittily and imaginatively, and be on the look-out for that moment which Archie MacLaren had declared came in every game, when the tide began to turn.

The Captaincy Question.

And that brought him to the important question of captaincy. We had no great captains to-day. What we wanted was not so much to get rid of the big ball as the small captain. We wanted a man who could decide upon certain lines of strategy and abide by them, changing his luck and imposing his

LOWRY'S MEN.

NEW ZEALAND CRICKET TOURISTS.

FIRST VISIT TO BRITAIN.

The first New Zealand cricket team to visit this country arrived on April 29 (writes "a New Zealander" in the "Daily Mail").

Many M.C.C. teams have visited New Zealand with excellent results to the game there, but it is confidently expected that the tour will have even better results. To this end veterans have been excluded from the team, which should prove an attractive combination of youth and energy.

T. C. Lowry, the captain, is well known in England as a former captain of Cambridge. He has already scored centuries for and against New Zealand—for the M.C.C. against the Dominion and for the Dominion against South Australia. It remains to be seen whether he will complete the circle with a century against the M.C.C. captained probably by Mr. Lowry's brother-in-law, Mr. A. P. F. Chapman.

Leading Batsmen.

C. C. Dacre, the vice-captain, is captain of Auckland, the champion New Zealand province, and is a delightfully aggressive batsman whose methods will appeal to English spectators as much as Lowry's.

R. C. Blunt, the sole representative of Otago, is expected to prove the best batsman of the tour. He has been scoring centuries with commendable consistency throughout the New Zealand season, including three in succession against Warwick Armstrong's Melbourne Cricket Club team.

His partner in one first-wicket stand of 257 was M. L. Page, a Canterbury batsman who has risen to the front rank in spite of the fact that he lives in the country and has little change of regular practice.

No Stonewallers.

The surprise selection of the tour was W. E. Merritt, who was not even nominated by his province, Canterbury, when the first list of names was sent in to the selectors. A "googly" bowler, he came into prominence so late that he had to give a special exhibition before one of the selectors who had never seen him play.

K. C. James, second in the Wellington batting averages to T. C. Lowry, shares the duties of wicket-keeper with his captain, Rowntree, the best New Zealand wicket-keeper, was not selected owing to his age.

There are no confirmed stonewallers in the New Zealand team. They will all be anxious to make runs or get out.

will upon the team, yet he could not write down the names of six captains who could do this. He referred to a recent match which was lost simply because the captain dared not take off his bowler, who needed two wickets to complete his 100. Captains were not so much too weak as too "nice." We wanted more captains of the type of Grace and Hornby, who put their whole nature into the game—both moral and immoral. (Laughter.) He saw no reason why human nature in cricket should have suddenly dried up, and he was sure that if we played the game in the same living and vital way we should once more produce personalities on the cricket field as original as any produced in the past.

Mr. Cardus recalled Jessop's famous innings for England when he scored 104 in an hour and a quarter. When Jessop went in to bat five wickets were down for about 48 runs. Jessop knew that the game was lost if he allowed it to remain in a world of pure reason (laughter)—so he decided without more ado to take it into the irrational world of melodrama. (Renewed laughter.)

Why Yorkshire Win.

Mr. Cardus also referred to a famous partnership for England between First and Rhodes when only a few runs were required for victory. First met Rhodes, then a "tailend" batsman, coming to the wicket and said to him "Wilfrid, we'll get these runs. We'll get 'em by singles, and if that gets out I'll warm thee." (Laughter.) And the runs were got. Mr. Cardus added, because the game meant so much to them. They played with their whole heart and soul, not with a more standardised technique. It was doubtful whether from the merely competitive point of view cricket was the best game played to-day. The result at all events was something which very few of us could attend. The supreme attraction of cricket, he thought, lay in something very different in character, and a style—safe or unsafe—that was the man himself.

BASKETBALL.

MANILA CHINESE Y.M.C.A. TOUR.

ALL CONQUERING TEAM.

The Japan-China tour of the Chinese Y.M.C.A. basketball team of Manila was a success beyond expectation. The team brought back 17 cups and shields from Japan and China.

The party composing of C. C. Lim, manager, S. Jorge, coach, I. Choa, captain, C. H. Choa, assistant, G. C. Wei, S. W. Ah Yong, B. Lim, S. S. Tan, T. T. Tan, U. G. Cu, and F. Choa, left Manila on April 14, and returned by the "Empress of Canada."

The team played five games in Japan and three in China winning all of them. Of the eight games (says "Mr. Jorge," the coach) we were hard pressed in four of them which were won in the last five minutes when the "Y" instituted a rally that spelled defeat of the opponents. The first two close struggles were with Ying Wah College, champions of Hong Kong and the China Athletic Association. We won from the former with the score of 46-40 and from the latter 48-37.

Match in Shanghai. Waseda University, champions of all Japan, was taken into camp after a fierce struggle by the count of 46-40.

Then came our supreme test with the Shanghai College inter-collegiate and open champions of Shanghai. The fans who attended, the game were confident that their men would easily take our scalp. Before five minutes that the game progressed, they realised that the visiting team was a hard nut to crack. The "Y" defeated the home team by the score of 56-44. All through out the game "Y" led although at times the Collegians threatened to pass us.

Just here I wish to state that both the Chinese and Japanese fans showed their great sportsmanship by boisterously cheering the "Y" men as much as they did for their men.

Games Played.

April 18, Manila Chinese Y.M.C.A. 46, Ying Wah College 40, Hong Kong.

April 19, Manila Chinese Y.M.C.A. 48, China Ath. Assn. 37, Hong Kong.

April 27, Manila Chinese Y.M.C.A. 48, Chinese 22, Kobe.

April 28, Manila Chinese Y.M.C.A. 52, Kansai College 36, Kobe.

April 30, Manila Chinese Y.M.C.A. 42, Golden Bears 30, Osaka.

May 4, Manila Chinese Y.M.C.A. 46, Waseda University 40, Tokyo.

May 6, Manila Chinese Y.M.C.A. 70, Chinese 35, Kobe.

May 11, Manila Chinese Y.M.C.A. 56, Shanghai College 44, Shanghai.

BETTING REVOLT.

BACKERS SEND TERMS TO BOOKMAKERS.

A meeting was held at Newmarket of the professional backers of horses who are threatening to take drastic action against the bookmakers unless the latter agree to make some concession as to the payment of the betting tax.

The quarrel has reached a crisis, writes Robin Goodfellow, the "Daily Mail" racing expert.

The meeting unanimously agreed to pay 1 1/2 per cent. tax on the stake invested, the bookmakers to pay the other 1/2 per cent.

Great Concession.

This was regarded as a great concession, and the offer has been sent forward to the Bookmakers' Association, and it is hoped that it will be accepted.

The Jig backers threaten to organise a bookmaking department in their own section rather than submit to the terms of trading at present insisted on by the layers.

The backers taking action include the biggest operators all over the country, among whom are some rich men concerned in ordinary industrial business as well as in the constant pursuit of racing.

Layers' Advantage.

Their leader, Mr. F. C. Parker, ex-Mayor of Northampton, Mr. Jesse Brown, Mr. Jack Bancroft, and others, are also owners of racehorses and men of acknowledged ability and means.

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MOTERING SECTION

STEEP INCLINES. THE ART OF BREAKING.

Experienced motorists who live in hilly districts are well aware that caution is necessary when taking a car down a steep declivity, and have learnt also the need for care in maintaining the brakes in first-class condition. Novices, however, or motorists who habitually drive in flat country, are apt to make mistakes in plenty when first essaying a tour or business journey through a really the rapidity with which a car gathers speed on a steep slope, or the enormous increase in the stopping distance as compared with that which obtains on the level.

Downward gradients can be taken in a variety of ways. The simplest, and also the most widely used, consists of leaving the clutch and gear lever alone, releasing the accelerator pedal, and then applying what is known as the "engine brake" or the retardation produced by the engine when driven by the car in top gear. This is a very safe method, but it should, of course, be improved upon when the downward gradient is really severe—say, steeper than 1 in 8—by engaging one of the indirect gears, so increasing the engine speed and also its retarding effect.

Next, there are two ways of coasting downward gradients, one of which consists of holding the clutch pedal against the floorboards, while in the other the gear lever is slipped into neutral. For the inexperienced the first plan is the safer, as by re-engaging the clutch the driver can at any time regain the braking effect of the engine. The practice is not to be recommended, however, because in the long run it results in considerable wear in the clutch-withdrawal gear and in the clutch spigot bearings.

Coasting in Neutral.

As regards the practice of descending in neutral, this is really an unwise proceeding unless the driver knows the road well and is certain that its steepness does not suddenly increase. Furthermore, it is usually found that a car is not so steady or controllable when in neutral.

It should hardly be necessary to mention that no driver should indulge in coasting in neutral unless he is sufficiently practised to be able to carry out the operation of re-engaging top gear at an instant's notice without hesitation. It is also wise to practice engaging the other gears at various speeds; thus, by revving the engine of the average medium-priced car, it should be possible to engage the second gear of a three-speed box at any speed up to 30 miles per hour, so obtaining a very useful braking effect in an emergency.

The way in which the engine acts as a brake is a matter deserving of a little additional comment. The distance covered by a light car of about 18cwt. in slowing from 30 miles per hour to 10 miles per hour can be considerably reduced if the ignition be switched off and the throttle opened wide, as compared with the distance necessary when the throttle is closed and the switch is on. The "throttle wide" condition corresponds with the braking obtained from the engine when an extra air valve is employed, and such a valve is very useful in hilly districts, as it prevents oil from being sucked past the pistons when running in gear on a downward gradient, economises petrol, and produces a useful international cooling effect.

Engine Retardation.

The braking obtained from the engine is not due to the compression of the gases, because, even if the switch is off, the work done on the gases during compression is almost completely returned during the following expansion stroke. Taking the cycle step by step, when the engine is being driven by the car with the throttle practically closed, the following causes for its braking effect will be found. On the exhaust stroke a slight back pressure acts against the rising piston, and on the following suction stroke the piston is retarded by the presence of a partial vacuum above it; on the compression stroke work is done on the mixture and a certain amount is lost in the form of heat, and on the expansion stroke work is done on the piston, with, again, a slight loss. Throughout the cycle the friction of the piston and other working parts produces a considerable retarding effect upon the crank shaft.

At a time when four wheel braking systems were rarities, the driver was always advised to use the hand lever and the pedal alternately on long downward gradients in order to avoid over heating the drums, but caution in that respect is not now so necessary as was then the case. However, it is undoubtedly a good practice to pull the hand brake on to the extent of three or four notches, and then to use the pedal to produce the additional retardation required, thus dividing the work between the two braking systems. It is exceedingly unlikely that the brakes will fail or prove ineffective, providing they are given a certain amount of attention. Every now and then—say, when the chassis is being thoroughly greased—the numerous pivots of the brake gear should be examined to ensure that all the pivot pins are secure, and they may then be cleaned of mud and lubricated.

Adjustment.

The brakes should, of course, be adjusted periodically, it being a good plan to tighten the adjustments to make each drum sound dead when tapped with a hammer, subsequently slackening the hand puts two or three half-turns each in order to give the requisite clearance. Following this the car can be driven a short distance, after which the drums should be felt with the hand to discover whether any one of the shoes is rubbing.

Special care should be taken when the front brakes are of the Perrot or the Alfred and Alder type, because in each of these systems the operating gear is so arranged as to relieve the inner brake and increase the pressure on the outer brake when corners are negotiated. Consequently, the clearances on the near side and off side front brakes will only be equal when the front wheels are placed in a straight ahead position. The method of adjustment recommended with such brakes is to jack up the front axle until both wheels are clear of the ground; then setting the steering on full lock. The brake on the inner wheel should be just rubbing while the outer wheel should be perfectly free. The car can then be put on the opposite lock and the brakes checked again.

As regards relining, it is sometimes a difficult matter to know just when this should be carried out, and in any case of doubt it is safest to remove the brake drums and examine the shoes. As a rule the brakes gradually become harsher as the linings wear thin, another indication being the extent to which the adjustment has been taken up. Most cars of medium size should run for at least 15,000 miles before the brakes require new linings.

COMMERCIAL MOTORS

Number 464,678 in Great Britain.

The census of all types of motor vehicle in use in Great Britain (England, Wales and Scotland), taking September 30 last as a very suitable date, shows the astonishing figure of 464,678 vehicles engaged in the transport of goods or passengers for profit. The figures are more or less official; that is to say, the official registration details have formed the basis for a fairly close estimate, the following short table, compiled by "The Commercial Motor," giving actual figures in five of the categories and an estimate in the others where round figures are used:—

| | |
|--|---------|
| Goods vehicles:— | |
| Internal-combustion engines | 247,384 |
| Steam-driven | 9,186 |
| Electrically-propelled | 603 |
| | 257,173 |
| Taxed on horse-power | 68,000 |
| Motorcycles | 25,000 |
| Licensed as hackney carriages, but used primarily for goods | 10,000 |
| | 360,173 |
| Road locomotives and tractors | 3,670 |
| Fire-engines, ambulances, etc. | 10,000 |
| Hackney carriages (10,000 having been transferred to the goods category) | 90,835 |
| | 454,678 |

NEW INVENTION. DIFFERENTIAL GEAR.

Many attempts have been made from time to time to obviate the outstanding disadvantages of the ordinary bevel type of differential gear, which, as is well known, diverts the power or effect to the wheel which has the least grip on the road. To take an extreme case: If one of the rear wheels becomes firmly locked in a rut, then, when the engine is speeded up with the clutch engaged, it is very difficult to extricate the car, because the power is diverted to the other wheel, which spins ineffectively, no turning effect being applied to the locked wheel.

There is a tendency for the same thing to happen whenever one of the wheels has a less secure grip than the other on. For example: If the accelerator pedal is suddenly depressed when one rear wheel is on a slippery tram line, this wheel will commence to spin, and the tail of the car is apt to swing round in consequence. Then, again, if one rear wheel hits an obstruction, and temporarily leaves the road, the differential will permit it to be speeded up, so that, when the tyre once again meets the ground, considerable slip occurs, which results in tyre wear. These things occur owing to the complete reversibility of the ordinary bevel type differential. Thus, it is well known that if one wheel is jacked up, it can be turned quite freely in either direction, although the other wheel remains stationary, turning the wheel which is free simply having the effect of causing the propeller shaft to rotate, while the differential rolls round a stationary pinion. In order to meet these disadvantages, self-locking differentials have been brought out from time to time, the object of these mechanisms being to permit a differential rotation of the rear wheels when corners are negotiated, and preventing the drive from being transmitted to a slipping wheel in other circumstances.

Incidentally, it may be as well to explain here that the primary object of the differential is to allow the outer wheel to turn faster than the inner wheel when the car is negotiating a turn, this provision being necessary to avoid the tyre slip which would otherwise occur owing to the fact that the outer wheel is covering a greater distance than the inner wheel. The diversion of power to the wheel which has the least grip is merely an effect arising from the construction adopted for the ordinary differential, and serves no useful purpose. Indeed, as has been already pointed out, it has very definite disadvantages.

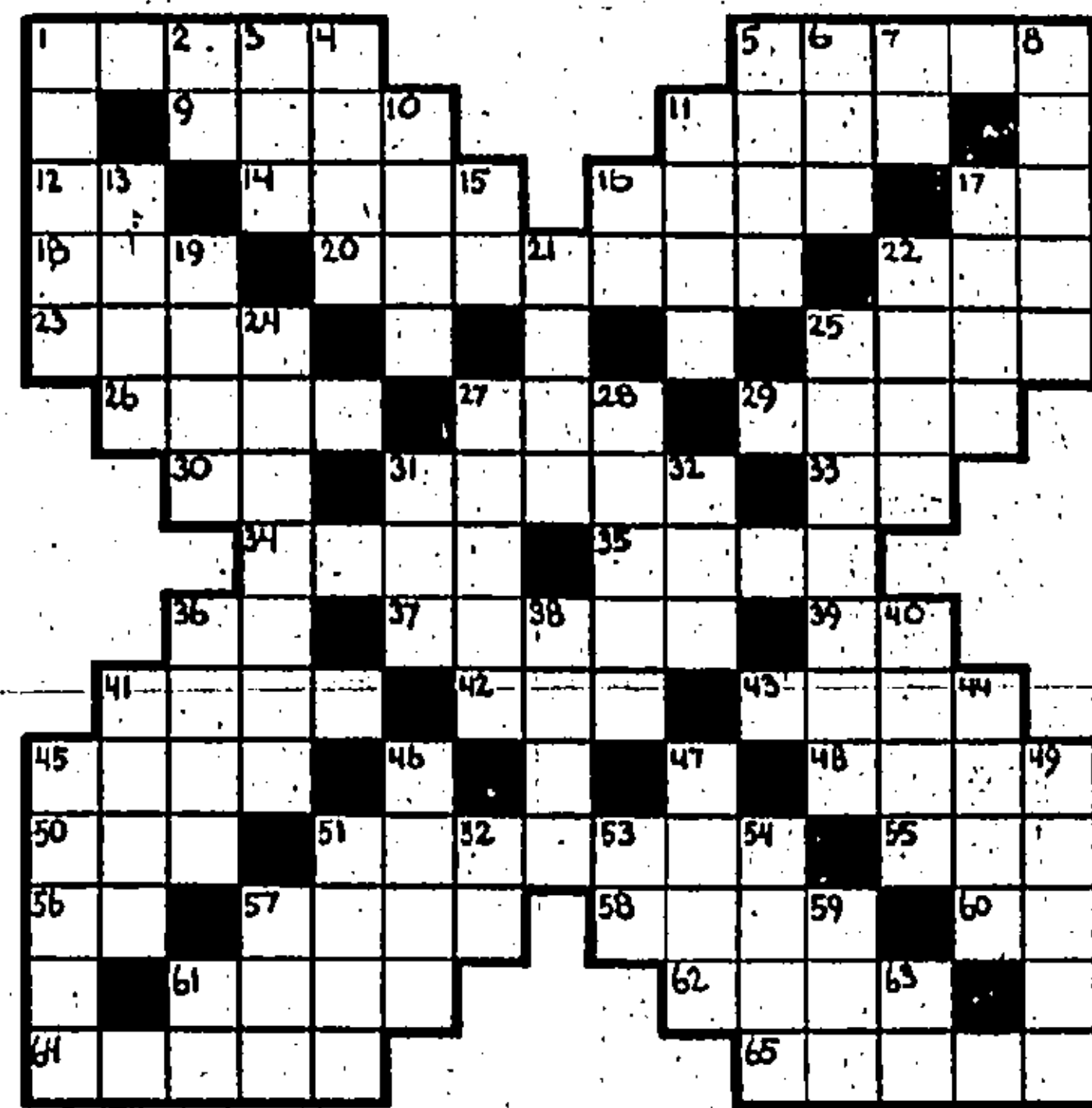
In spite of the fact that several successful self-locking differentials have been produced they have never met with any great degree of popularity, for various reasons. As a rule, they have proved expensive to construct, and very frequently they necessitated a special form of axle design, involving so great a change in methods of production as to be unsuitable from the manufacturing standpoint. One device of this kind which was used to a considerable extent was known as the M. and S. differential, and was fitted as standard to the Quad tractor, an American machine used to a considerable extent during the war for hauling guns. This mechanism worked very well, but was subject to the disadvantages already described, i.e., was not very easy to make and could not readily be applied to existing chassis.

One of the joint inventors of the M. and S. differential is a Mr. Scurlock, who has for many years been interested in this problem; and he has now brought out a new differential gear of the self-locking type, which is simple in design and can be fitted without altering the shape of arrangement of the differential cage. There are two crown wheels, fitted to the cross shafts driving the rear wheels in the ordinary way, and between these are fitted either three or four pinions mounted on a spider secured to the differential cage, and driven by the final drive. The layout, in fact, resembles that of the ordinary type of differential in every way, but for the fact that, instead of employing straight bevel teeth, spiral teeth of a peculiar shape are used. These teeth give the pinions the appearance of worms, while, on the face of each crown wheel, the mating teeth are of a spiral form.

An examination of the parts of the gear shows that the shape of

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE

HORIZONTAL

- 1-To confound or bewilder
- 5-A burning stick
- 9-In games, a goal
- 11-Free or open space
- 12-On
- 14-Possessive pronoun
- 16-A head covering
- 17-Cent. State of U. S. (abbr.)
- 18-To slip
- 20-Musical rattle used in worship of Isis
- 22-To fasten
- 23-A jagged protuberance
- 25-To sting
- 26-A land measure
- 27-Chopping tool
- 28-Holiday
- 30-King (abbr.)
- 31-Participle of ancient Ilum
- 33-A New England State (abbr.)
- 34-To keep away
- 35-Doodle
- 36-Preposition
- 37-To yield respectfully
- 39-Like
- 41-Grassy
- 42-Hurried
- 43-On the top

HORIZONTAL (Cont.)

- 45-Equal
- 48-To draw earth about or over
- 50-Prefix. By
- 51-Protection
- 55-A grassy field
- 56-"Hic sepulchra"
- 57-Girl's name
- 58-Excitement
- 60-Suffix. Like
- 61-Inclines the head
- 62-A seagull, N. W. Algeria
- 64-To condescend
- 65-Former name of Tokyo

VERTICAL

- 1-To accumulate
- 2-Interjection
- 3-Combining form. Animal
- 4-Australian bird (pl.)
- 5-Sudden activity or prosperity
- 6-Light pole
- 7-Exist
- 8-An idler
- 10-A Norse navigator
- 11-Rabbit
- 12-Large ocean fish
- 13-Saints (abbr.)
- 16-A time-period (abbr.)

VERTICAL (Cont.)

- 17-Very small amount
- 18-Send away
- 21-A motor vehicle (short)
- 22-Quintessence
- 24-Fabulous animal, half lion, half eagle
- 25-Unworthy of
- 27-A small tree
- 28-Consumed
- 31-India (post)
- 32-A wheeled vehicle
- 36-At an end
- 38-To go on (post)
- 40-To tarnish
- 41-The birds (Latin)
- 44-An excuse
- 45-A Jewish priestly vestment
- 46-Possessive pronoun
- 47-Combining form. Eight
- 49-Slow (Mus.)
- 51-Fine soft plumage
- 52-A musical note
- 53-A division of Canada (abbr.)
- 54-Same as "series"
- 57-To load a die for cheating
- 59-A rose (Scot.)
- 61-Prefix. Two
- 63-"No date" (abbr.)

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

the teeth is such that the pinions will roll round the crown wheel quite readily. Their angles and profiles, however, are so calculated and arranged that a self-locking effect is obtained. In other words, although, when a corner is being negotiated, one rear wheel is allowed to travel faster than the other rear wheel, the axle behaves as a solid one in all other circumstances. This, it is claimed, can readily be proved by jacking up one rear wheel of a car fitted with a Scurlock differential. If the engine be started, and the gear engaged, instead of the misadventure of spinning freely, it will be found that the drive is conveyed to the wheel resting on the ground, so that the car moves off the jack. This important property makes it possible to extricate the car if one wheel has become firmly embedded in a rut; furthermore, it makes skidding much less likely, and reduces tyre wear. It is

YESTERDAY'S SOLUTION.



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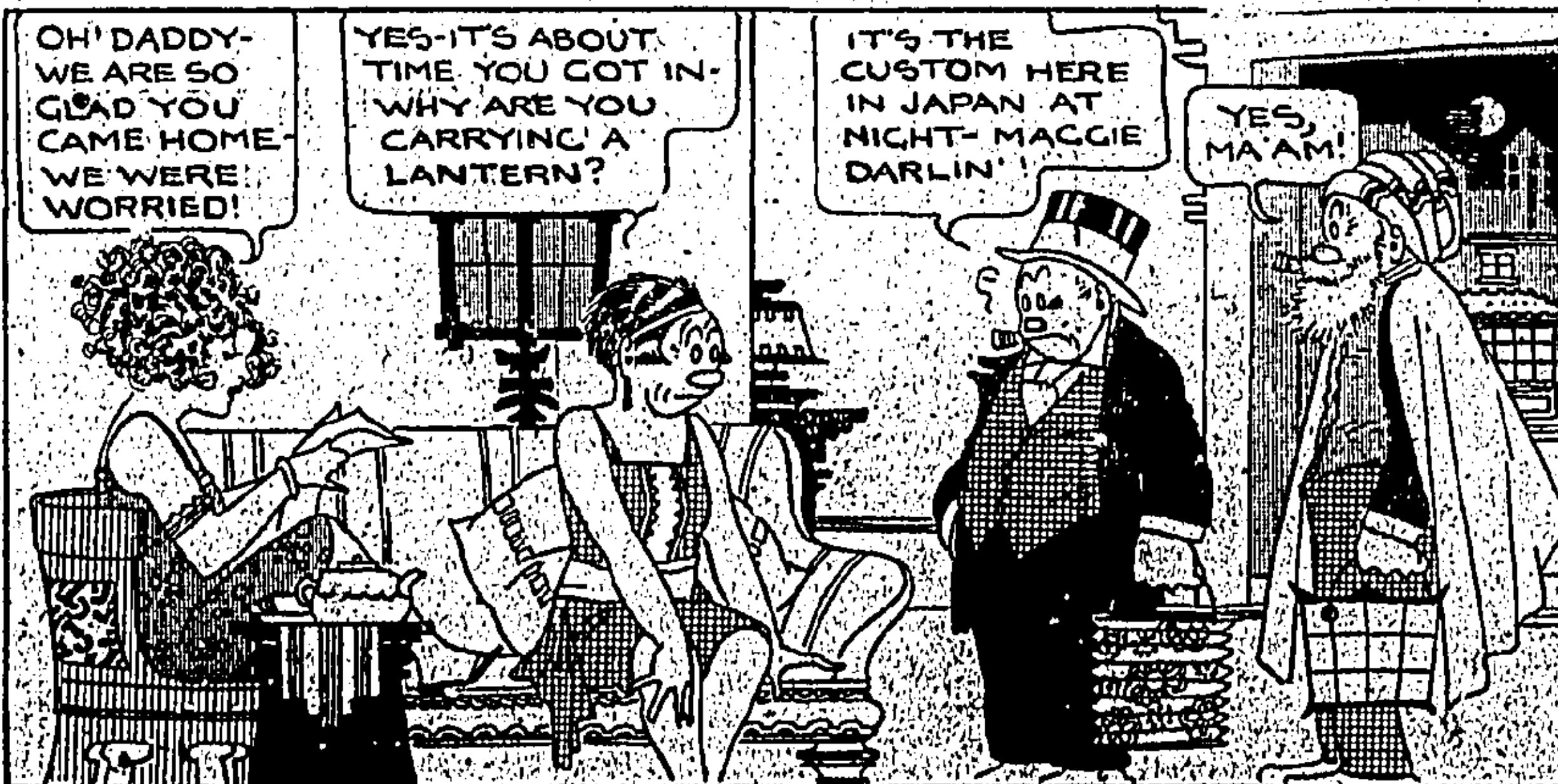
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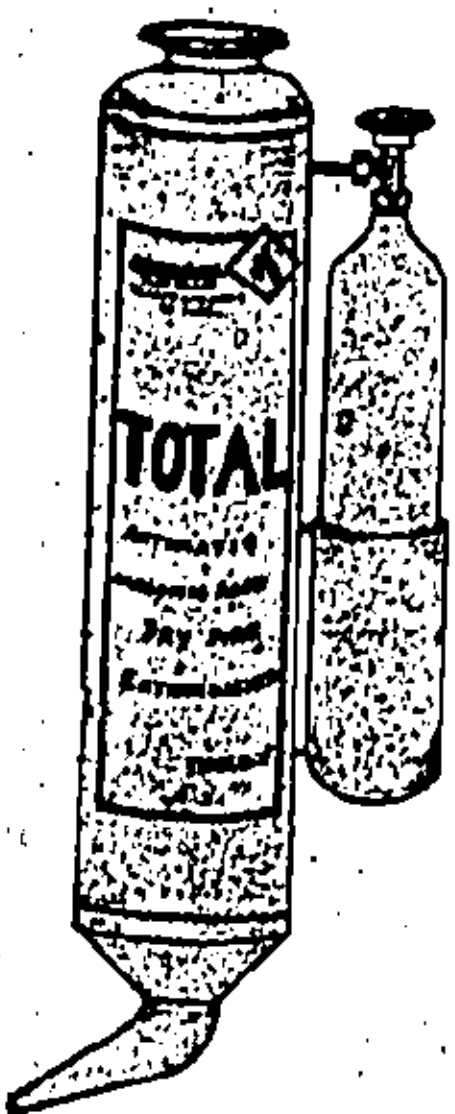
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sion on June 25.

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flagman, was run over and killed
at Trent Bridge, Nottingham, by
a steam roller, which he was
preceding.

At Grimsby Docks a motor fire
pump, which was being backed in
darkness on to a jetty, ran back-
wards into the dock, but the
driver jumped clear.

An inrush of water at Montagu
Colliery, Scotswood, Newcastle
resulted in David Armstrong, a
married collier, being drowned.
Ten of his mates had narrow
escapes.

Mr. W. B. Walker, who has
been re-elected chairman of
Bootle, Cumberland, Board of
Guardians, has been a member of
the board since 1863, and chair-
man since 1886.

The body of Mr. Herbert
Harry Price, who was drowned at
Walton when the taxicab he was
driving plunged into the Thames,
was found in the river at Hamp-
ton, about four miles distant.

Dock workers numbering 180
and five pitwood boats were held
up at Port Talbot, Glamorgan,
through a strike of pitwood work-
ers arising out of a dispute over
payment for the recent holidays.

Burglars who tried to steal a
safe from the house of Mr. J.
Aarons, 112, Brixton Road, S.W.,
were disturbed by the arrival of
Mrs. Aarons, and escaped, taking
some jewellery from a bedroom.

A contract to build a 20,000-
tons liner for the Peninsular and
Oriental Steam Navigation Co.,
Ltd., London, has been received
by Messrs. Alexander Stephen
and Sons, Ltd., Linthouse Ship-
yard, Govan, Glasgow.

About 50 of the King's Own
Scottish Borderers' Old Com-
rades' Association, who assembled
on the Horse Guards Parade at
Whitehall to place a wreath of
remembrance on the Cenotaph
were commanded by Colonel S.
Terry, aged 85.

Marie Guinar, aged 6, who says
she was accompanied from Lon-
don to Rosslyn by her aunt and
left in charge of the guard of the
train to Cork, is in care of the
civil guard, who are trying to find
her grandmother, who was to
have met her there.

Empire-grown tobaccos are
gaining the popularity and an
opportunity of seeing the differ-
ent qualities imported from the
Dominions and Colonies is to be
afforded to visitors to the Tobacco
Trades Exhibition, which opens at
Olympia, Kensington, W.

In a race to various lofts in
Sussex, 500 pigeons, sent by mem-
bers of Brighton Flying Club and
other clubs co-operating in the
race, were liberated by Sir Cooper
Rawson, M.P., and Lieut.-Col.
A. H. Osman at the House of
Commons quadrangle on Satur-
day.

"People over 30 years of age
should be examined by their
doctors twice each year because
they are then entering the cancer
frequency period," said Professor
W. Blair Bell, director of the
Liverpool Medical Research Or-
ganisation, who addressed gradu-
ate nurses at Manchester
University.

Mr. R. H. Carpenter has been
appointed vestry clerk of All
Saints, Weston, Bath, for the 63rd
Consecutive year.

The new diocese of Derby will
be formally constituted on July
7, and the hallowing of All Saints'
Church as the cathedral will
take place on October 28.

During March 3,034 recruits
were approved for service in the
Territorial Army, the strength of
which on April 1 was 6,578 offi-
cers and 138,059 other ranks.

Mr. E. Crutchley, the young
architect who was injured by a
fall from the second floor of new
premises at the corner of Jermyn
Street, Piccadilly, died in hospital.

In Bedford Police Court a big,
powerful prisoner, although
handcuffed fought three police-
men at once, while the court look-
ed on, but eventually he was over-
powered.



Edgar A. G. Prochnik, Minister
from Austria to the United States.

Brig.-Gen. Sir S. H. Child has
been appointed a gentleman usher
to the King in place of Brig-
Gen. M. G. Wilkinson, who has
been appointed an extra gentle-
man usher.

While playing near Manton
Brook, Stamford, Lincolnshire,
Vera Jackson, aged 7, and
Richard Edwards, aged 11, both
of Manton, fell into the water and
were drowned.

The Military Cross has been
awarded to Lieut. Hugh M.
Curtis, Highland L.I., for valu-
able and distinguished services in
operations in the Penwin area of
Iraq in June and July last year.

At Gateshead at 10.30 a.m. a
man was found by a woman steal-
ing money from a shelf in her
house, and before noon he had
been arrested, charged, and sent
to prison for three months.

It is expected that a first con-
tribution of \$50,000 will be col-
lected by the Shakespearean
foundation of America towards
rebuilding the Shakespeare Mem-
orial Theatre, at Stratford-on-
Avon.

A Gothenburg message states
that the Rev. Charles Baldwin,
the English chaplain and vice-
consul and one of the best-known
Englishmen in Sweden, has ac-
cepted the living of Chedburgh,
Suffolk.

The general election in the
Irish Free State will take place
on June 8.

Col. L. H. R. Pope-Hennessy
has been appointed military at-
tache at Washington.

An explosion due to gas in a
coal mine at King's Bay, Spitz-
bergen, resulted in the death of
four miners.

The 1927 season for cricket,
lawn tennis (grass courts), and
putting at L.C.C. parks and open
spaces has begun.

Bandits forced the staff of a
Toronto bank into the vaults at
the point of the revolver and
escaped with \$4,000.

The Council of the British
Medical Association recommend
that Sir Ewen Maclean be elected
president of the association for
1928-29.

It is semi-officially reported in
Madrid that the Spanish forces
in Morocco are continuing to
gain ground without meeting with
much resistance.

When a motor-omnibus crashed
into a tramway standard in
Sauchiehall Street, Glasgow, eight
workmen were injured and the
omnibus was wrecked.

Mr. W. McCormack, Premier
and Treasurer of Queensland,
who arrived at Plymouth on his
first visit to England, will, it is
understood, negotiate the floating
of a State loan in London and
New York.

Picked up in a trawler's nets, a
ship's funnel landed at Grimsby
was identified as part of the
Grimsby steamer "Rebano,"
blown up in the North Sea by
striking a German mine in
September 1914.

The Cadiz Court has sentenced
one man to 14 years' and another
to 8 years' imprisonment for an
attack last August on Mrs. Lowes,
of Newcastle, an Englishwoman,
who, with her husband, was stay-
ing at Campamante.

The sleeping car express from
Edinburgh to London had to be
stopped at Hitchin Station owing
to a mechanical defect in a sleep-
ing carriage, which was taken
off and the passengers transfer-
red to another carriage.

A portrait by Romney of Mr.
James Wilson, a Kendal, West-
morland, councillor in 1765, is to
be sold at Messrs. Sotheby's
along with the original receipt
for £8 8s. for the painting of the
portrait.

Major Miller, who is flying a
Moth aeroplane from Capetown
to Pretoria (via Durban), and
arrived at Johannesburg, states
that in conjunction with Sir
Alan Cobham he is negotiating
with the Government the es-
tablishment of a regular air mail
service.

A Departmental Committee
has been appointed to inquire
and report on the arrangements
for the examination of students
attending part-time schools, with
particular reference to the place
and value of examinations as an
element in training for indus-
trial, commercial, and profes-
sional activity.

Mr. George Edward Brown has
been elected chairman of Ampt-
hill, Bedfordshire, Board of
Guardians and Rural District
Council for the 30th year in suc-
cession, and Mr. John William
Crisp has been appointed chair-
man of Amptill Urban District
Council for the 21st time in suc-
cession.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL;
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ASTOR HOUSE HOTEL; PALACE HOTEL;
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Telegraphic Address: "CENTRAL, SHANGHAI"
HOTELS,
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In association with the Grand Hotel
des Wagons Lits, Peking.

KING EDWARD HOTEL.

Rooms will not be available for the
Public also Lounge and Dining Room,
till after the 14th day of June. There
is a special lounge at the back of the Bar
for the Public.

Phone C. 373. J. H. WITCHELL,
Cables: "Victoria," Hong Kong. Manager.

EMPRESS HOTEL, LTD.

Newly opened on 12th April.

We are famous for our CHINESE
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Private telephones and hot and cold
baths with every room. Luxuriously
furnished with the best Chinese Furni-
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EVERY MODERN CONVENIENCE.

Private telephone, hot and cold water basin and European
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be served.

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Private Hotel, best location in Kowloon, convenient to ferry, date
of 2 or 3 rooms, also bed-sitting-rooms, daily or monthly rates. Excellent
cuisine, special rates for families. For information apply to—
MRS. E. OWEN MURPHY,
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24, 2 & 4, Kennedy Road, Hong Kong.
Right minutes walk from Blake Pier. Beautifully situated overlooking Botanical Gardens.
Hong Kong & Harbour. Large, newly furnished rooms overlooking terraces. Modern
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Splendid location in best part of Kowloon. Full view of Hong Kong and Harbour.
Large newly furnished well ventilated rooms and verandahs. All modern conveniences.
Catering of the best under European supervision.
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Mrs. F. E. CAMERON
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The ONLY HOTEL in Singapore
fitted throughout with
MODERN SANITATION
TEA DANCES
EVERY TUESDAY
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EVERY WEDNESDAY, THURSDAY & SATURDAY
ROOF GARDEN CINEMA
EVERY SUNDAY EVENING
LADIES' LOUNGE PALM COURT
ADELPHI HOTEL LTD.
Cables: Adelphi. HARRY H. WILLIES,
Managing Director.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS. BOILER MAKERS, BRASS and
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two Slipways and can
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Town Office: 44, Connaught Road Central, Hongkong. Tel. Central No. 489.
Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Tel. Kowloon No. 9.
Estimates furnished on application.
Hongkong, April 1, 1924.

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Mrs. KANDA
No. 24, Wyndham Street.
Tel. C. 4945.

MASSAGE
NAKAMURA
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2nd Floor.

When Buying Cheese LOOK FOR THIS MARK



Obtainable
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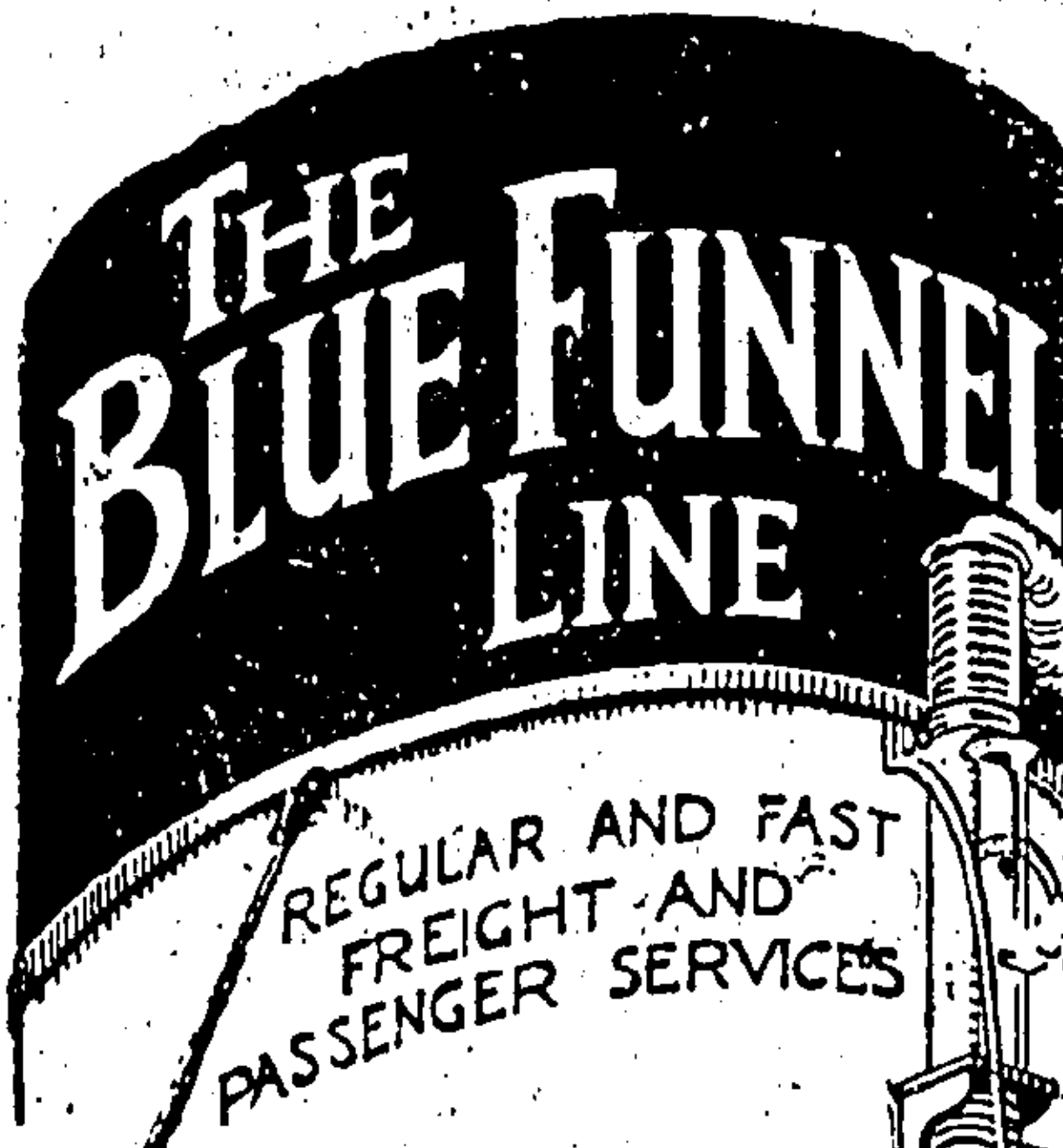
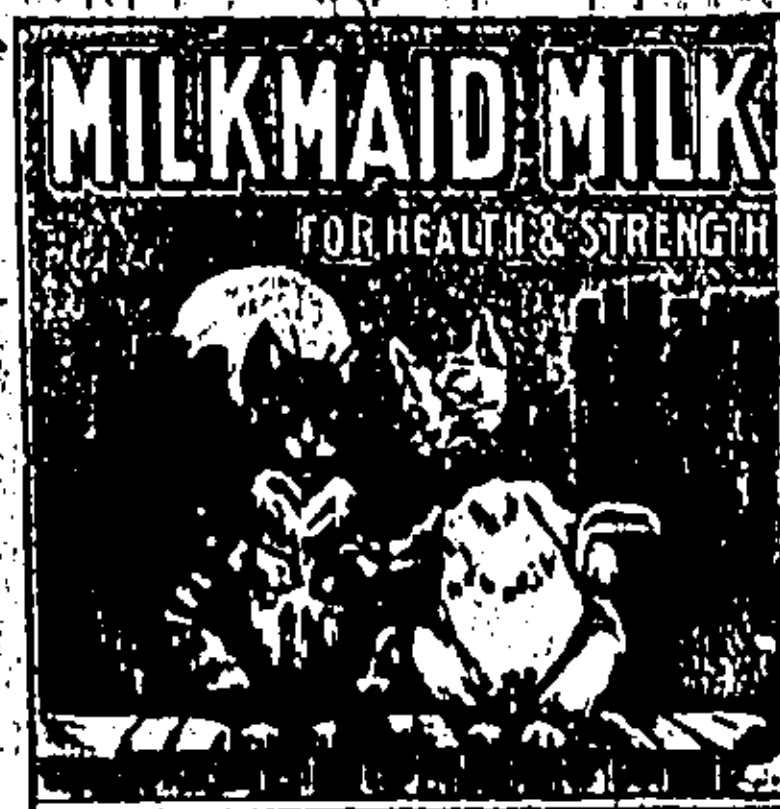
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7, Cross Street, Singapore.



The China Mail

ESTABLISHED
1846

HONG KONG, SATURDAY, JUNE 4, 1927.



LONDON SERVICE.

"AUTOLYCEUS" 6th June London, Hull, Rotterdam & Hamburg
"DIOMED" 13th June Marseilles, London, Rotterdam & Hamburg
"SARPEDON" 20th June Marseilles, London, Rotterdam & Hamburg
"AUTOMEDON" 27th June Marseilles, London, Rotterdam & Hamburg
Call at Colon.

LIVERPOOL SERVICE.

"THESEUS" 20th June Genoa, Havre, Liverpool & Glasgow
"DANFA" 27th July Genoa, Havre, Liverpool & Glasgow
"ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KORU" & "YOKOHAMA" 20th July Victoria, Vancouver & Seattle
"TALITHYBI" 27th July Victoria, Vancouver & Seattle
"AQUILLUS" 3rd Aug. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"ELPENOR" 4th June New York, Boston & Baltimore
"AGAPESOR" 11th June New York, Boston & Baltimore

PASSENGER SERVICE.

"SARPEDON" 29th June Singapore, Marseilles & London
"PATROCLOS" 27th July Singapore, Marseilles & London
"ANTYOKH" 24th Aug. Singapore, Marseilles & London
"HECTOR" 5th Oct. Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to—
Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

The parcel post service to Russia in Asia via Japan is temporarily suspended.

INWARD MAILS.

| From | Per |
|--|--------------------|
| Shanghai | Soochow. |
| Europe via Negapatam letters & papers London 6th May, 1927 | Suisang. |
| Formosa | Elpenor. |
| Straits | Orestes. |
| Manila | President Pierce. |
| U.S.A., Honolulu, Japan Shanghai & Europe | Tenyo Maru. |
| Siberia | Empress of Russia. |
| Canada, U.S.A., Japan & Shanghai | Pres. Monroe. |
| U.S.A., Honolulu, Japan & Shanghai | Pres. Jackson. |
| U.S.A., Honolulu, Japan & Shanghai | Kashmir. |
| Japan & Shanghai | Changte. |
| Australia & Manila | Empress of Russia. |
| Manila | Empress of Russia. |

OUTWARD MAILS.

| For | Per |
|---|------------------------------|
| Swatow, Amoy & Formosa | Hozan Maru 9 a.m. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa | Andes Maru 9 a.m. |
| Swatow | Autolycus 9 a.m. |
| Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via San Francisco—due San Francisco 30th June & Europe via Siberia. Parcels 11 a.m. Registration 11.15 a.m. Letters Noon. | President Pierce. Noon |
| Manila | President Monroe. Noon |
| Hoihow, Pakhot & Haiphong | Menado Maru 8.30 a.m. |
| *Swatow & Bangkok | Kalgan 10.30 a.m. |
| Swatow, Amoy & Foochow | Hai Ching Noon |
| Wei Hai Wei | Huchow 2 p.m. |
| Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles 7th July. Registration 1.45 p.m. Letters 2.30 p.m. | D'Artagnan. 3.30 p.m. |
| Manila | Empress of Russia. 4.30 p.m. |
| Manila | President Jackson. 5 p.m. |
| Amoy | Kingman. 5 p.m. |
| Swatow | Kwongsang. 8.30 a.m. |
| Straits & Ceylon | Parcels Noon |
| Letters 1 p.m. | |
| Java via Batavia | Tikini. 10.30 a.m. |
| Straits | Cremer. 2.30 p.m. |
| Swatow Amoy & Foochow | Hai Ning. 1 p.m. |
| Sandakan | Mausang. 1.30 p.m. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles 10th July. K.P.O.—Parcels 4.30 p.m. Registration (11th) 9 a.m. Letters 10.30 a.m. G.P.O.—Parcels 8.45 p.m. Registration (11th) 9.45 a.m. Letters 10.30 a.m. | Kashmir. |

KING'S THANKS.

GREETINGS FROM LONDON APPRECIATED.

FOREIGN OFFICE BANQUET.

Rugby, June 3.
The King has addressed the following reply to the message of good wishes sent by the Lord Mayor of London on the occasion of His Majesty's birthday:—
"Another anniversary of my birthday has been gladdened by the message of loyal and affectionate greetings which you have conveyed from the citizens of London.

"As life goes on I more than ever appreciate these proofs of sympathy and goodwill, especially when coming from the great city which is the head of the British race. With feelings of sincere gratitude I thank you, my Lord Mayor.

This evening Sir Austen Chamberlain, Foreign Secretary, entertained the Diplomatic Corps to a banquet at the Foreign Office in honour of the King's birthday. Before the war this banquet was given every year. Now for the first time since the war it has taken place with its former brilliance.—British Wireless Service.

"I have even heard it argued, in defence of the strange policy of allowing such outrages to pass unpunished—the sneers of the French Communist organ, 'L'Humanite,' at the inaction of the Powers, should be carefully noted—that, supposing, for instance, the Powers destroyed the great military arsenal near Hankow, as a punitive measure, when General Chiang Kai-shek occupied that city he might resent the disappearance of the arsenal.

Confidence Misplaced.

Judging by the free use which General Chiang Kai-shek's own troops continue to make of such munitions as they already possess against foreign warships—not excluding American warships, by any means—the above argument is hardly convincing.

It is at least gratifying to observe that in British circles there is no tendency to place in General Chiang Kai-shek any of that blind confidence which has once so pathetically reposed in the supposed good will of Mr. Eugene Chen towards Britain and foreigners in general.

Words and Deeds.

It is true that Chiang Kai-shek has now purged Nanking, by arrest, expulsion, and yet more drastic measures, of all known Communists. But, except on one occasion at Chinkiang, his lieutenants would seem to pay little, if any, attention to the orders which he claims to have issued forbidding the looting of foreign property and the molestation of foreigners.

In the case of the International Export Co.'s depots at Nanking, upon the complaint of the foreign Consuls that his soldiers were indulging in looting, he sent a strong guard to stop the looting. But the guard fired on foreign warships instead of attending to its specified task.

Playing Double Game.

Hence the inference drawn in London is that either General Chiang Kai-shek has no real control over his army or that, like Mr. Eugene Chen before him, he is playing a double game, which his previous and violent anti-foreign utterances would certainly suggest.

A point of interest is the refusal of Feng Yu-shiang, the "Christian" general, to accept the supreme command of the Southern Army offered him by the Hankow Government. It was on account of Feng Yu-shiang's refusal rather than of Chiang Kai-shek's revolt that the Hankow Government decided to place the supreme command of the Cantonese forces in commission.

Two Changes.

Shanghai, June 3.
The Kuomintang 40th and 44th Army Corps have completely taken Hsuechow, which the Shanghai and Chihli soldiers evacuated three days ago. General Chang Tsung-chang left that city on May 31 for Tsinan, where he stayed about two days and then went on to Peking to see Marshal Chang Tso-lin.—Reuter.

Shanghai, June 2.
The Fengtien withdrawal appears to be proceeding smoothly. An official communique states that the evacuation of the Fengtien troops, across the Yellow River has been completed. Hsuechow was evacuated yesterday. General Chang Tsung-chang reports that he is making a stand with 60,000 troops at Hanchuang (on the north bank of the Grand Canal).

It is not known to what extent the Southerners are following up the withdrawal, but it is expected that progress will be slow owing to a shortage of rolling stock.—Reuter.

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POWERS' POLICY.

LIGHT ON THE NANKING NOTES.

JAPAN AND AMERICA.

The diplomatic situation as concerning the Powers interested, prior to the decision to drop the Nanking outrage protest, is summed up thus by a correspondent to the London "Daily Telegraph":—

The character of the instructions issued to its Minister at Peking by the new Japanese Government under General Baron Tanaka has not been definitely known in London. But of Washington's reluctance to co-operate in any fresh demarche by the Powers in respect of the Nanking outrages there would appear to be very little doubt.

Communists' Sneers.

I have even heard it argued, in defence of the strange policy of allowing such outrages to pass unpunished—the sneers of the French Communist organ, 'L'Humanite,' at the inaction of the Powers, should be carefully noted—that, supposing, for instance, the Powers destroyed the great military arsenal near Hankow, as a punitive measure, when General Chiang Kai-shek occupied that city he might resent the disappearance of the arsenal.

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DASH TO PEKING.

(Continued from Page 1.)

The newspaper says that France is not inclined to follow suit since the Powers already have representatives in Shanghai and enjoy privileges in Peking which they would not possess elsewhere.—Reuter.

Japanese Troops.

Peking, June 2.
It is unofficially but reliably reported that the Japanese are shortly sending a brigade to Tientsin, and one battalion each to the following places: Peking, Chingwantao, and Shanghai.—Reuter.

French Forces.

Peking, June 22.
It is understood that two more French companies from Tientsin are coming to Peking shortly, bringing the French force to about 500 men.

The first battalion of French reinforcements from France are due at Shanghai on June 8, and at Tientsin on June 14. The second battalion is following a fortnight later, while two further battalions are expected to leave France in the near future.—Reuter.

More Reinforcements.

Peking, June 2.
Fifty French troops arrived last night from Tientsin to reinforce the garrison here.

The second company of Yorks are coming from Tientsin this evening or to-morrow to reinforce the company now in Peking.—Reuter.

The Tide of War.

Shanghai, June 2.
The Fengtien withdrawal appears to be proceeding smoothly. An official communique states that the evacuation of the Fengtien troops, across the Yellow River has been completed. Hsuechow was evacuated yesterday.

General Chang Tsung-chang reports that he is making a stand with 60,000 troops at Hanchuang (on the north bank of the Grand Canal).

It is not known to what extent the Southerners are following up the withdrawal, but it is expected that progress will be slow owing to a shortage of rolling stock.—Reuter.

Two Changes.

Shanghai, June 3.
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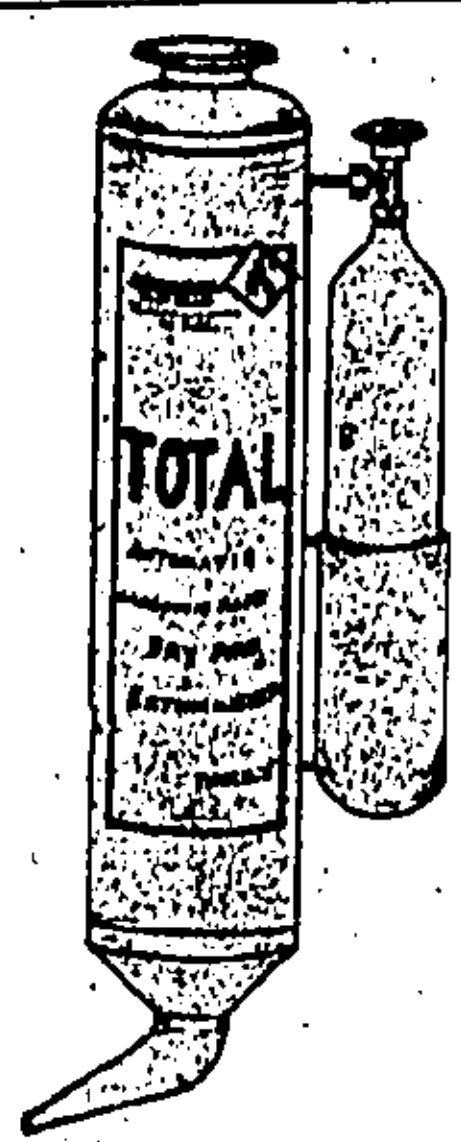
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THE WAY THE WORLD WAGS.

The King and Queen are to open
Croydon General Hospital exten-
sion on June 25.

Herbert Shepherd, aged 50, a
flagman, was run over and killed
at Trent Bridge, Nottingham, by
a steam roller, which he was
preceding.

At Grimsby Docks a motor fire
pump, which was being backed in
darkness on to a jetty, ran back-
wards into the dock, but the
driver jumped clear.

An inrush of water at Montagu
Colliery, Scotswood, Newcastle
resulted in David Armstrong, a
married collier, being drowned.
Ten of his mates had narrow
escapes.

Mr. W. B. Walker, who has
been re-elected chairman of
Booth, Cumberland, Board of
Guardians, has been a member of
the board since 1863, and chair-
man since 1886.

The body of Mr. Herbert
Harry Price, who was drowned at
Walton when the taxicab he was
driving plunged into the Thames,
was found in the river at Ham-
pton, about four miles distant.

Dock workers numbering 180
and five pitwood boats were held
up at Port Talbot, Glamorgan,
through a strike of pitwood work-
ers arising out of a dispute over
payment for the recent holidays.

Burglars who tried to steal a
safe from the house of Mr. J.
Aarons, 112, Brixton Road, S.W.,
were disturbed by the arrival of
Mrs. Aarons, and escaped, taking
some jewellery from a bedroom.

A contract to build a 20,000-
tons liner for the Peninsular and
Oriental Steam Navigation Co.,
Ltd., London, has been received
by Messrs. Alexander Stephen
and Sons, Ltd., Linthouse Ship-
yard, Govan, Glasgow.

About 50 of the King's Own
Scottish Borderers' Old Com-
rades Association, who assembled
on the Horse Guards Parade at
Whitehall to place a wreath of
remembrance on the Cenotaph
were commanded by Colonel S.
Terry, aged 85.

Marie Guinar, aged 6, who says
she was accompanied from Lon-
don to Rossby by her aunt and
left in charge of the guard of the
train to Cork, is in care of the
civil guard, who are trying to find
her grandmother, who was to
have met her there.

Empire-grown tobaccos are
gaining the popularity and an
opportunity of seeing the differ-
ent qualities imported from the
Dominions and Colonies is to be
afforded to visitors to the Tobacco
Trades Exhibition, which opens at
Olympia, Kensington, W.

In a race to various lofts in
Sussex, 500 pigeons, sent by mem-
bers of Brighton Flying Club and
other clubs co-operating in the
race, were liberated by Sir Cooper
Rawson, M.P., and Lieut.-Col.
A. H. Osman at the House of
Commons quadrangle on Satur-
day.

"People over 30 years of age
should be examined by their
doctors twice each year because
they are then entering the cancer
frequency period," said Professor
W. Blair Bell, director of the
Liverpool Medical Research Or-
ganisation, who addressed gradu-
ate nurses at Manchester
University.

Mr. R. H. Carpenter has been
appointed vestry clerk of All
Saints, Weston, Bath, for the 63rd
Consecutive year.

The new diocese of Derby will
be formally constituted on July
7, and the hallowing of All Saints
Church as the cathedral will
take place on October 28.

During March 8,034 recruits
were approved for service in the
Territorial Army, the strength of
which on April 1 was 6,578 offi-
cers and 138,059 other ranks.

Mr. E. Crutchley, the young
architect who was injured by a
fall from the second floor of new
premises at the corner of Jernyn
Street, Piccadilly, died in hospital.

In Bedford Police Court a big,
powerful prisoner, although
handcuffed fought three police-
men at once, while the court look-
ed on, but eventually he was over-
powered.



Edgar A. G. Prochnik, Minister
from Austria to the United States.

Brig.-Gen. Sir S. H. Child has
been appointed a gentleman usher
to the King in place of Brig-
Gen. M. G. Wilkinson, who has
been appointed an extra gentle-
man usher.

While playing near Manton
Brook, Stamford, Lincolnshire,
Vera Jackson, aged 7, and
Richard Edwards, aged 11, both
of Manton, fell into the water and
were drowned.

The Military Cross has been
awarded to Lieut. Hugh M.
Curteis, Highland L.L., for val-
able and distinguished services in
operations in the Pen'win area of
Iraq in June and July last year.

At Gateshead at 10.30 a.m. a
man was found by a woman steal-
ing money from a shelf in her
house, and before noon he had
been arrested, charged, and sent
to prison for three months.

It is expected that a first con-
tribution of \$50,000 will be col-
lected by the Shakespearean
foundation of America towards
rebuilding the Shakespeare Mem-
orial Theatre, at Stratford-on-
Avon.

A Gothenburg message states
that the Rev. Charles Baldwin,
the English chaplain and vice-
consul and one of the best-known
Englishmen in Sweden, has ac-
cepted the living of Chedburgh,
Suffolk.

The general election in the
Irish Free State will take place
on June 8.

Col. L. H. R. Pope-Hennessy
has been appointed military at-
taché at Washington.

An explosion due to gas in a
coal mine at King's Bay, Spitz-
bergen, resulted in the death of
four miners.

The 1927 season for cricket,
lawn tennis (grass courts), and
putting at L.C.C. parks and open
spaces has begun.

Bandits forced the staff of a
Toronto bank into the vaults at
the point of the revolver and
escaped with \$4,000.

The Council of the British
Medical Association recommend
that Sir Ewen Maclean be elected
president of the association for
1928-29.

It is semi-officially reported in
Madrid that the Spanish forces
in Morocco are continuing to
gain ground without meeting with
much resistance.

When a motor-omnibus crashed
into a tramway standard in
Sauchiehall Street, Glasgow, eight
workmen were injured and the
omnibus was wrecked.

Mr. W. McCormack, Premier
and Treasurer of Queensland,
who arrived at Plymouth on his
first visit to England, will, it is
understood, negotiate the floating
of a State loan in London and
New York.

Picked up in a trawler's nets, a
ship's funnel landed at Grimsby
was identified as part of the
Grimsby steamer "Rebono,"
blown up in the North Sea by
striking a German mine in
September 1914.

The Cadiz Court has sentenced
one man to 14 years and another
to 8 years imprisonment for an
attack last August on Mrs. Lowes,
of Newcastle, an Englishwoman,
who, with her husband, was stay-
ing at Campamento.

The sleeping car express from
Edinburgh to London had to be
stopped at Hitchin Station owing
to a mechanical defect in a sleep-
ing carriage, which was taken
off and the passengers transfer-
red to another carriage.

A portrait by Romney of Mr.
James Wilson, a Kendal, West-
morland, councillor in 1765, is to
be sold at Messrs. Sotheby's
along with the original receipt
for £8 8s. for the painting of the
portrait.

Major Miller, who is flying a
Moth aeroplane from Capetown
to Pretoria (via Durban), and
arrived at Johannesburg, states
that in conjunction with Sir
Alan Cobham he is negotiating
with the Government the es-
tablishment of a regular air mail
service.

A Departmental Committee
has been appointed to inquire
and report on the arrangements
for the examination of students
attending part-time schools, with
particular reference to the place
and value of examinations as an
element in training for indus-
trial, commercial, and profes-
sional activity.

Mr. George Edward Brown has
been elected chairman of Ampt-
hill, Bedfordshire, Board of
Guardians and Rural District
Council for the 30th year in suc-
cession, and Mr. John William
Crisp has been appointed chair-
man of Amptill Urban District
Council for the 21st time in suc-
cession.

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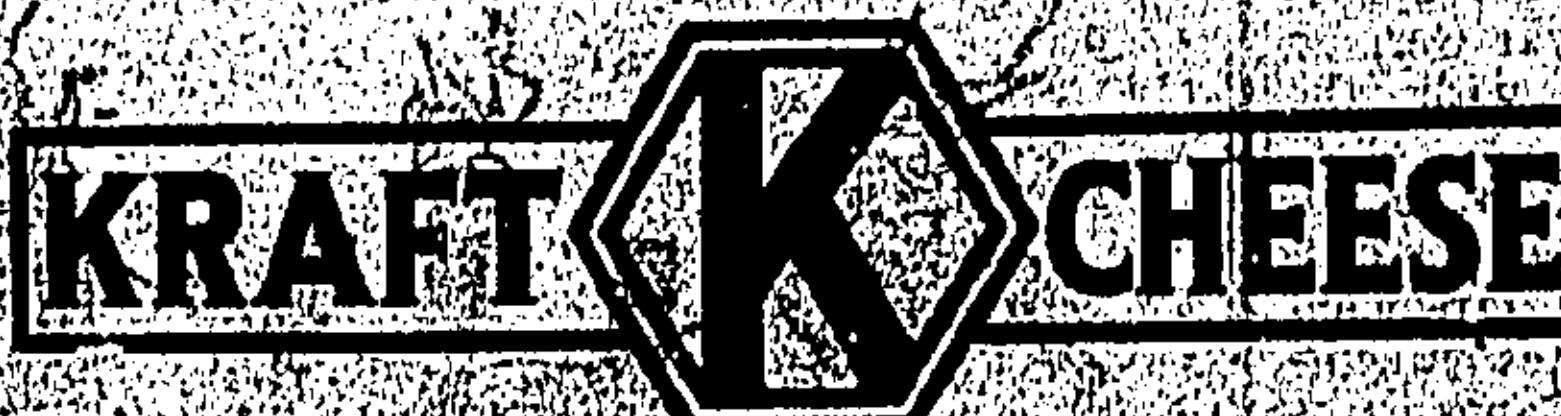
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